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China Mail

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TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11½.

No. 27,702

HONG KONG, THURSDAY, JANUARY 22, 1931.

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THE WORLD CRISIS

MR. McKENNA ON DEPRESSION.

CHEAP MONEY

DEFECTS OF A GOLD STANDARD.

Rugby, Yesterday.
Addressing the annual meeting of shareholders, Mr. Reginald McKenna, Chairman of the Midland Bank, Limited, referred to the fact that the Bank deposits were increasing and now constituted a record. The Bank advances had fallen because the demand was below what the Banks were prepared to meet. Consequently, they have been driven to employ more of their resources in buying Government securities and bills. Failure to use the money had been attributed to the widespread feeling of depression. Non-use of the money, however, need not always arise from this alone. It might at times be a consequence of excessive saving.

Whatever blessings thrift might confer on the individual there were times when, judged by the interests of general economic welfare, it might be carried to excess.

Three Causes.

He would ascribe the economic troubles of the world to three main causes. The first was the maldistribution of gold, due to relative inability or willingness of creditor countries to lend to debtor countries; secondly, the public had not yet recovered from the reaction from the American stock market collapse; thirdly, the effects of the long period of depression in Britain were still being felt.

He claimed that if a monetary policy could do little in the present crisis to stimulate recovery, at any rate by keeping money plentiful and cheap conditions favourable to recovery could be preserved.

Discussing whether a recurrence of catastrophes like the present depression could be avoided, Mr. McKenna said that after examining the recent history of the matter he had reached the conclusion that the gold standard was not working as anticipated in the light pre-war experience, according to which the flow of gold into creditor countries should have caused an expansion of money supplies and a stimulation of prices. The United States and France, however, had offered no more resistance to the fall of wholesale prices than the debtor countries. Moreover, the United States had shown little readiness to lend abroad. France was closed to the foreign borrower, and Britain had too small a surplus.

Gold Supplies.
He was of the opinion that the problem of the use of the world's gold supplies was international in character and could be dealt with only by co-operation among the Central Banks. There was already evidence of a general willingness to co-operate, but no indication yet of continuous common action based upon an agreed policy.

The first essential must be a full recognition of the imperative need of a steady general level of commodity prices. Trade would not prosper while world monetary units were subject to such wide variations in purchasing powers.—British Wireless Service.

SCHNEIDER TROPHY DESCRIBED AS A "PURELY SPORTING CONTEST."

GOVT. REFUSES AID.

London, Yesterday.
Mr. F. Montague, questioned in the House of Commons to-day, re-affirmed the Government's decision not to participate in the Schneider Trophy Race, emphasizing that this was originally intended as, and should be, a purely sporting contest, unbacked by the Government of the country entering.—Reuter.

POLICE MYSTIFIED BY EXPLOSION.

Splinters Embedded in Woman's Leg.

BOTTLE OR BOMB?

An explosion in Caine Road yesterday, followed by the subsequent discovery of a broken Thermos bottle, and minute fragments of metal on the roadside, has mystified the Criminal Investigation Department, who are enquiring into the affair.

The Police received preliminary notice of the explosion through a report made by Cheung Man-cho, (20) a spinster, living on the second floor of 25, Jardine's Bazaar. She stated that she was walking in company with Leung Fun-sai, (secretary of the Man Lee Motor Repair Garage, Hennessey Road) and Chan Sze, an assistant of the same garage. On nearing the house, No. 63, in Caine Road, a loud explosion was heard from behind them, and they thought it resembled a fire-cracker. Later, however, the spinster noticed that her right leg had been punctured in two places, whilst Leung's trouser leg was torn.

Sent to Hospital.

She was removed to the Government Civil Hospital where it was found that the wounds were not of a serious nature, but an X-Ray examination was given this morning, as the Medical Officer could not give an opinion as to the possible cause of the wounds, yesterday. Leung's wound, which was very slight, was dressed, and he was allowed to proceed home. Chan was unhurt, apparently.

On receipt of the report, the Police went to the scene, and after search, picked up what is believed to be part of a Thermos bottle, and a few minute fragments of metal.

ALLEGED PIRACY.

JUNK MASTER TELLS HIS STORY.

SHOOTING AND SHOUTING.

The twelve men, crews of two junks, who are charged with an act of piracy, when they attacked cargo junk 206V, on January 4, made an other appearance at Central Magistrate's Court this morning.

They were represented by Mr. Hin-shing Lo, instructed by Messrs. Wilkinson and Grist.

First witness, master of the junk, who at a previous hearing had given evidence as to seeing two junks with single-masted sails at 11 a.m. on January 4, was cross-examined by Mr. Lo. He said he was a fisherman, and the junk carried five men, besides himself. Meant To Attack.

Fishing junks often travelled in pairs. He formed the opinion, after watching the other two junks, that they meant to attack him. There was no wind at the time, but the junks were using oars, and converging in on his boat, "at full speed."

His own junk had its three sails set. They were new sails. In answer to a further question, witness said his junk was a little larger than either of the other two. The steersman first noticed the attackers approaching, and gave the alarm.

Followed His Junk.
Mr. Lo was proceeding to put further questions, when His Worship (Mr. Lindell) pointed out that the charge of piracy took the form of firing on a junk. There was no question of an attempt. He also explained to counsel, (who said he had only received instructions during the morning), that witness had given evidence to the effect that the attackers were seen abeam, on the starboard and port sides. They had followed witness's junk, and fired shots at him, about six or seven in half an hour, each time calling upon him to stop. When first sighted they were separated about ten miles (1/8 English mile), with the other junk between them.

Continuing, witness said that he did not know any of the men in the dock. One of the junks was later found to be carrying a fishing net. The other had no net. He did not see any fish being preserved in salt aboard either junk.

Steersman's Story.
The next witness was the steersman of the junk 206V, who said

NO DANGER OF WAR

POWERS REPUDIATE IDLE TALK.

PEACE DESIRED

ECONOMIC AIMS HINDERED.

That the principal Powers of Europe are determined to prevent war at all costs, is the tenor of a resolution passed by Britain, France, Italy and Germany at a meeting of the European Union at Geneva yesterday. All the machinery of the League of Nations would be utilised to prevent any such conflict, about which there had been a certain amount of idle rumour of late.

Lack of Confidence.

Geneva, Yesterday.
The Committee of the European Union ended its first session to-day by unanimously passing a motion proposed by France, Britain, Italy, and Germany, declaring that it had become plain that an economic recovery was being hindered by lack of confidence in the course of future events and the widespread political anxiety, which had been increased by irresponsible "talk" in various quarters of the possibility of an international war.

The resolution recognised that the political difficulties in Europe have been accentuated by the economic instability caused by the world depression, and concludes: "The best service we can render toward the improvement of the economic position is to give a firm assurance of European peace. We therefore declare, as responsible representatives of European states, we are resolutely determined to use the machinery of the League to prevent any resort to violence."—Reuter.

[An earlier message stated:—Twenty-two European Foreign Ministers, with their experts, assembled under the presidency of M. Briand at the opening of the committee meeting on a European reunion. M. Briand declared that France had remained faithful to the plan of a European federation. Herr Curtius referred to German unemployment and the need of capital as the basis of her interest in European economic co-operation. Signor Grandi (Italy) favoured the inclusion of Turkey and Russia, but Mr. Henderson stated that this suggestion needed careful consideration.]

FOG EXPECTED.

To-day's weather report from the Royal Observatory states: The anti-cyclone has weakened and is now central near Tokyo.

Moderate to light variable winds prevail along the S.E. coast of China and over the China Sea.

Forecast:—East or variable winds; moderate to light; generally fair; mist; fog.

Rainfall.
Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 0.11 inch against an average of 0.74.

Temperature.
The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 62
Macao 63
Pratas Island 72
Manila 70
Fochow 58
Amoy 60
Swatow 59
Chefoo 82
Shanghai 45

that he noticed the other junks on the starboard and port quarters. His junk was a long way from land at the time, so far that they could only just see it. He saw the two attackers converging from each side, and became suspicious. When he first saw them they were about two or three miles (20-30 li), or about seven or ten miles away. His Worship: What? Could you see as far as that? There was no mistake. They were that distance away. The case is proceeding.

NAVY COURT MARTIAL

SEQUEL TO PROTEUS COLLISION.

ON WAY HERE

MUTINEERS PLEAD NOT GUILTY.

Gibraltar, Yesterday.
Yet another sensation has occurred in Navy circles, which may have serious consequences. It is officially announced here that the Commanding Officer and the Watch Officer of the submarine Proteus will be Court-Martialled to-morrow.

Four of Britain's largest submarines, Perseus, Pandora, Poseidon, and Proteus, left Portsmouth

REVISED SALARIES.

Half To Be Paid At Current Rate.

Subject to formal approval by the Legislative Council of the necessary amendment of its original resolution on the Revised Salaries Scheme, the Secretary of State has approved the proposal to pay Sterling salaries, with effect from January 1, 1931, as to one-half at the rate of one dollar equals 1/6d. and as to one-half at the Treasury rate for the current month.

The Secretary of State adds that it should be made clear that, in view of the uncertainty of the dollar exchange rate, it will be necessary for the Government to review the question of the exchange rate for Sterling paid salaries from time to time.

don, and Proteus, left Portsmouth on December 13 for Hong Kong to form a new flotilla and replace the "L" Class vessels. Whilst entering the Straits the Proteus collided with the Pandora on December 17, both submarines being slightly damaged. The "L" Class comprises new vessels under the 1928 Estimates.

H.M.S. Lucia Mutiny.

London, Yesterday.
The second of four H.M.S. Lucia Court-Martials was held to-day when Able Seaman Edward B. Towl was brought up and pleaded not guilty to charges of disobeying orders on January 4.

A new court was constituted after the defence had raised an objection against any officer who sat yesterday or at the court enquiry.

Lt-Commandr. Hoskyns again cross-examined Towl, who was not called into the witness box. Accused was sentenced to six months' hard labour and dismissal from the service.

Able Seaman Kelly deposed that when about to leave the mess Towl asked him if he "were windy." Kelly replied: "Yes, I am a married man, but I am going to carry on."

"Found Proved."

Similar charges against Bugler Able Seaman W. J. A. Wilson were found proved in the third Lucia Court-Martial and he was ordered six months' detention in view of his previous good character.—Reuter.

HONORARY ADVISER

FORMER U.S. MINISTER TO ACT FOR CHINA.

WELFARE OF THE PEOPLE.

Nanking, Yesterday.
Mr. Charles Richard Crane, of Chicago, a former U.S. Minister to China, has accepted the Chinese Government's offer to appoint him as Honorary Adviser to the Chinese Government and has telegraphed his acceptance. Mr. Crane prizes the honour of the Chinese offer and adds that the welfare of the Chinese people has been a great concern of his for the past half century.—Reuter.

SCOTTISH CUP

TEAMS FAIRLY WELL MATCHED.

DRAW RESULTS

RANGERS AT HOME TO DUNDEE.

The draw for the second round of the Scottish Cup, the matches in which will be played on January 31, shows that in the main the different teams are fairly evenly matched. There are still a number of sides left in that will be eliminated as soon as they stack up against first-class opponents but generally they have been drawn to meet each other.

Celtic Should Win

Celtic should not have much trouble in beating Dundee United, at Dundee, and Rangers, at home to Dundee, ought to go into the third round. Motherwell have a fairly easy thing on in meeting Albion Rovers, but Kilmarnock meet strong opposition in the Hearts.

Falkirk must travel to Inverness to meet the Caledonians, but the journey should be fruitful. Ties that promise good battles are Hamilton v. Hibernians, (at the former's ground), Aberdeen and Birtick at Aberdeen, and Queen's Park v. Morton or Raith. The odds in the latter match will be on the amateurs.

Full Draw.

The full draw as cabled by Reuter is as follows:—

Dundee U.	v.	Celtic
Motherwell	v.	Albion Rovers
Murrayfield	v.	Ayr
Clyde	v.	St. Mirren
Third Lanark	v.	Airdrie
Borness	v.	Allea
Rangers	v.	Dundee
Montrose	v.	Civil Service Strollers
Cowdenbeath	v.	St. Johnstone
Inness Caled.	v.	Falkirk
Arbroath	v.	Edinburgh C.
Hamilton	v.	Hibernians
Kilmarnock	v.	Hearts
King's Park	v.	St. Bernard's
Aberdeen	v.	Partick T.
Queen's Pk.	v.	Morton or Raith Rovers

Re-Played Ties.

In the Scottish Cup First Round replays yesterday Airdrie easily defeated Dunfermline by 6 goals to one. Raith and Morton again drew, with one goal each, after extra time had been played.

English League—Division III. (Southern).

Playing at Torquay yesterday, Bournemouth drew with the local side, the score being four goals all.—Reuter.

Who'll Win.

ENGLISH CUP TIES AND LEAGUE.

(Exclusive to China Mail—By "Lincaster.")

The following is a list of Home football matches on Saturday. The teams in black type may win; where no black type is shown the match may result in a draw:

ENGLISH CUP.

Crystal Pal.	v.	Everton
Huddersfield	v.	Wolves
Bury	v.	Exeter
Leeds	v.	Newcastle
Grimsby	v.	Manchester U.
Chelsea	v.	Arsenal
Southport	v.	Blackpool
Blackburn	v.	Bristol Rovers
Bradford	v.	Burnley
Bolton	v.	Sunderland
Sheffield U.	v.	Notts Co.
West Brom.	v.	Tottenham
Wolverhampton	v.	Brighton
Bradford	v.	Portsmouth
Barnley	v.	WEDNESDAY
Birmingham	v.	Port Vale

ENGLISH LEAGUE.

Liverpool	v.	ASTON VILLA
Middlesbrough	v.	Huddersfield
Nottingham	v.	Sheff. Wed.
Charlton	v.	Bristol C.
Swindon	v.	Millwall
Shamilton	v.	Reading
Swansea	v.	Plymouth
Coventry	v.	Southend
Sunderland	v.	Norwich
Walsley	v.	Clayton O.
Walsley	v.	Queen's P.R.

'BUS INSPECTORS UNPOPULAR.

Man Told to Commit An Assault.

TROUBLES OVER "LIFTS."

That Inspectors employed on the Hong Kong Hotel buses were subject to serious assaults was stated by Chief Detective-Inspector Reynolds at the Central Magistracy this morning, when Tsin Kwai-on was charged before Mr. R. E. Lindell, with having assaulted Li Tak-fai, an inspector. Defendant pleaded guilty.

C.D.I. Reynolds, stated that in this case, the inspector was going on duty at 6 a.m. at Stubbs Road, when he was attacked by two men, armed with bamboo poles, one of whom was defendant. Both were arrested by two Naval Indian Policemen, after they had attacked the complainant. One man escaped. This was the third case of assault on a 'bus inspector.

Very Unpopular.

Continuing, Mr. Reynolds said that 'bus inspectors were very unpopular.

His Worship:—Why?

Mr. Reynolds explained that the reason was because employees of the Hong Kong Hotel Garage were allowed to travel free on the Company's vehicles, but it was within the discretion of the inspector on duty whether the employee could stay on the 'bus or be thrown off. If the inspectors were conscientious in this line of work, then they were subject to assaults.

Hit on the Head.

The last occasion, Mr. Reynolds said, was on October 27, when an inspector was hit on the head with a brick, and seriously hurt. The assailant was not caught. In the present case the defendant admitted that he assaulted the complainant, but added that he had been told to do so by a friend. His Worship (to defendant): "What do you mean by hitting this man on the head with a bamboo pole?"

Defendant: I was told to do it by a friend of mine, who had his ticket punched wrongly and was told to get off a 'bus.

Mr. Lindell: Would you commit a murder if you were told to do it?—Three months' hard labour.

INDIAN REBELS.

VICEROY MAY DECIDE TO AMNESTY THEM.

PREROGATIVE OF CROWN.

New Delhi, Yesterday.
The report is current in lobby circles that the question of the amnestying of political prisoners is actively being considered by the Viceroy, who alone possesses the prerogative to exercise clemency on behalf of the Crown.—Reuter.

Division III.—Northern.

ACCRINGTON	v.	Carlisle
Barrow	v.	Rotherham
CHESTERFIELD	v.	Hull
CREWE	v.	Wrexham
Doncaster	v.	LINCOLN
Gateshead	v.	HARTLEPOOLS
Halifax	v.	Darlington
N. BRIGHTON	v.	Nelson
Rochdale	v.	TRANMERE
STOCKPORT	v.	Wigan

SCOTTISH LEAGUE.

Aberdeen	v.	CELTIC
Clyde	v.	Airdrie
East Fife	v.	PARTICK
Falkirk	v.	Cowdenbeath
HAMILTON	v.	Dundee
HIBERNIANS	v.	Ayr
Kilmarnock	v.	MOTHERWELL
MORTON	v.	Hearts
QUEEN'S P.K.	v.	Leith
RANGERS	v.	St. Mirren

SATURDAY'S SNIPS.

Bury	
Blackburn Rovers	
Sheff. United	
Bradford City	
Southampton	
Fulham	
Stockport	
Rangers	
Portsmouth	
Wendnesday	
Aston Villa	
Lincoln	
Tranmere	
Celtic	
Partick Thistle	
Motherwell	

CIVIL WAR IN CHINA

BRITAIN TO TAKE NO ACTION.

QUERY RAISED

LEAGUE NOT GOING TO INTERFERE.

London, Yesterday.
In the House of Commons to-day, Dr. Hugh Dalton replied in the negative to Commander Kenworthy (Labour) on the question of whether the interested Powers had been conferred with in view of using their good offices for a peaceful solution of the disturbances and civil war in China; nor, he said, had a proposal been made to Mr. Henderson to give joint diplomatic and financial assistance to the constitutional Government of China.

Dr. Dalton added that the general conditions in China had greatly improved. Commander Kenworthy then asked if the matter had been before the League of Nations, and Dr. Dalton replied: "No, I am glad to say that there is no necessity for that."

Soviet Timber.

Replying to a question regarding the conditions obtaining in Russian timber camps, Mr. MacDonald said that he had been advised of no reason to take action against the import of timber under the Foreign Prison-Made Goods Act. At the same time, he fully realised the anxiety caused in Britain by the allegations in this connection, and the Government had communicated the existence of that feeling to the Soviet.—Reuter.

Organised Banditry.

Rugby, Yesterday.
Replying to a question in the House of Commons, the Under-Secretary, Dr. Dalton, reviewing recent events in China, said that generally speaking, the position of the Nanking Government had been greatly strengthened. The rebellion in the North-West Provinces seemed now definitely at an end. Complete harmony appeared to exist between the President of the Republic and the Governor of Manchuria and a determined effort was being made to suppress outbreaks of the organised banditry which unhappily occurred during 1930 in the interior.—British Wireless Service.

SENTENCE REDUCED

CLEMENCY FOR A BABY AMAH.

STOLE A PERAMBULATOR.

The case against Wong Ng, a baby amah who was employed by Mr. Berwick, of 12, Wing Lok Buildings, Kowloon, and who was last week sentenced to two months for the alleged stealing of a perambulator, was re-opened by Mr. Butters at the Kowloon Magistracy this morning.

It will be remembered that after the amah had been dismissed by Mr. Berwick the loss of the perambulator was discovered, this being found later at a shop in Yau-mat, where it was being re-tired, the amah's excuse being that she was having it repaired before leaving her position as baby amah. Mr. Berwick did not authorise the repairs.

No Wages.

Inspector Ogg stated this morning that the amah came to Sham-shulpo Police Station on the night of her dismissal and complained that she had been dismissed without wages.

Mr. Berwick in reply to Mr. Butters' question, said that it was untrue that his goods and chattels had been sold up by order of the Supreme Court, but added that in reference to an advertisement in the local papers, the goods were being sold owing to his removing to a smaller flat.

After hearing further evidence, His Worship reduced the sentence from two months to one month's imprisonment.

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GLEE SINGERS.

PATRONS ADVISED TO BOOK
EARLY.

Booking is now in full swing at
Moutrie's for the forthcoming
season of six nights and one
matinee of the Westminster Glee
Singers and intending patrons are
advised to make their first visit
early in the season, as the pro-
grammes are changed every night
and once the company has been seen
and heard, and their novel and un-
conventional mode of presentation
has "caught on" with the audience,
the same faces are to be seen at the
theatre night after night. This is
obviously the case, as the company
has been out from London nearly
three years now, including 13
months in Canada, 10 months in
Australia and 4 in New Zealand,
and their tour of the Dominions
will not be concluded until the end
of this year, as Japan, India,
Africa and Egypt have yet to be
visited.

General Excellence.
The success of the Westminster
Glee Singers has been accounted for
by the general excellence of each
one of the artists, instead of hav-
ing one star, and the remainder
merely "supports," which the
Westminster Glee Singers certainly
have not. And the fact that such a
light note has been struck in the
programmes, with so many comedy
items and droll quartettes, draws
the man in the street as well as the
keen musical critic who finds his
demands in beauty of song as well
as interpretation well catered for.
The big company arrives from
Manila on Sunday by the President
Jackson.

NOT A MYTH.

CHEMIST'S WARNING OF THE DEATH RAY.

An efficient death ray was no
mere figment of imagination, said
Mr. Henry Rhodes, editor of the
Chemical Practitioner, speaking
at the annual meeting of the
British Association of Chemists
at Liverpool.

Researches were being carried
out with invisible rays of such
power that they would be capable
of exterminating whole popula-
tions, Mr. Rhodes declared. The
next war would be fought by
chemists and physicists.

If the country were threatened
and declared war, the conditions
of its dye-stuffs industry would
determine the whole outcome of
the struggle.

The state of the German dyestuff
industry, when the War broke out,
enabled Germany to turn her dye-
stuff factories almost at a moment's
notice into factories for the manu-
facture of tear gases, toxic gases,
and mustard gases.

If these horrible consequences
were to be avoided, or, at the best,
a means of defence was to be es-
sential that the dyestuffs industry
and the research-work upon which it
depended should be strengthened,
maintained and developed, thus
placing Great Britain in as good a
position as the other Great Powers.

ASLEEP IN COURT.

YOUTH SENT TO LOCK-UP BY LAHORE JUDGE.

Lahore, Oct. 29.
When a youth who lay dozing
across several chairs in the Lahore
High Court to-day refused to listen
to the judge's request to sit up

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 355
metres:—

5-8 p.m.—European Programme
of Victor Records.
5-5.35 p.m.—Variety.

Sand—
The Jolly Coppermith (Peters),
Don't Be Cross (Zeller),
Arthur Pryor's Band (20318).

Comic Dialogue—
Sam 'n' Henry Rollin' the Bones,
Sam 'n' Henry Dying Insurance,
Sam 'n' Henry (20375).

Song—
Oh! Molly Dear go ask your Mother,
Kelly Harrell (20280).

Chorus—
Waiting at the End of the Road,
Chant of the Jungle,
The Revellers (22270).

Song—
You'd Rather Forget Than Forgive,
The Silver-Masked Tenor
(21257).

Whistling Solo—
Listen to the Mocking Bird,
Margaret McKee (19894).

5.35-6 p.m.—Piano Solos and
Trios.

Happy Days (Strelezki),
Herd Girl's Dream (Labitzky),
Neapolitan Trio (19872).

Fantasia in D Minor (Mozart),
Le Coucou (Daquin),
Hans Barth, Pianist (20345).

The Sweetest Story Ever Told
(R. M. Stults),
Simple Confession (Thome),
Neapolitan Trio (20278).

The Flatterer (Chaminade),
Scarf Dance (Chaminade),
Hans Barth, Pianist (20346).

6-6.45 p.m.—European Children's
Concert from the Studio.

6.45-7.15 p.m.—Orchestral.
Don Juan (Richard Strauss),
Symphony Orchestra (9114-5).

Liebestraum (Liszt),
Kammermusik—Ostrow (Cloister Scene)
(Rubinstein).

Victor Symphony Orchestra
(35820).

7 p.m.—Stock Quotations.
7.15-7.30 p.m.—Band Selections.

March of the Milton Men
(J. P. Sousa),
The Thunderer (J. P. Sousa).

Philadelphia Rapid Transit
Co. Co-operative Band
(20192).

Forge in the Forest (Michaels),
Trovatore—Anvil Chorus (Verdi),
Mr. Arthur Pryor's Band (19879).

7.30-8 p.m.—Stephen Foster
Melodies (by Special Request).

Ring de Banjo,
Oh! Lemuel,
Nelly Bly!
Oh! Boys,
Carry Me 'long.

Losiana Belle,
De Campground Races,
Open Thy Lattice, Love,
Uncle Ned,
Village Maiden,
Beautiful Dreamer.

Nat. Shikret & The Victor
Salon Group (9240).

Hard Times Come Again No More,
Angelina Baker,
Gentle Annie,
Old Dog Tray.

Some Folks Like to Sigh,
Nelly Was a Lady,
Jeanie with the Light Brown Hair,
Oh! Susanna.

Come Where My Love Lies Dreaming,
Nat. Shikret & The Victor
Salon Group (9247).

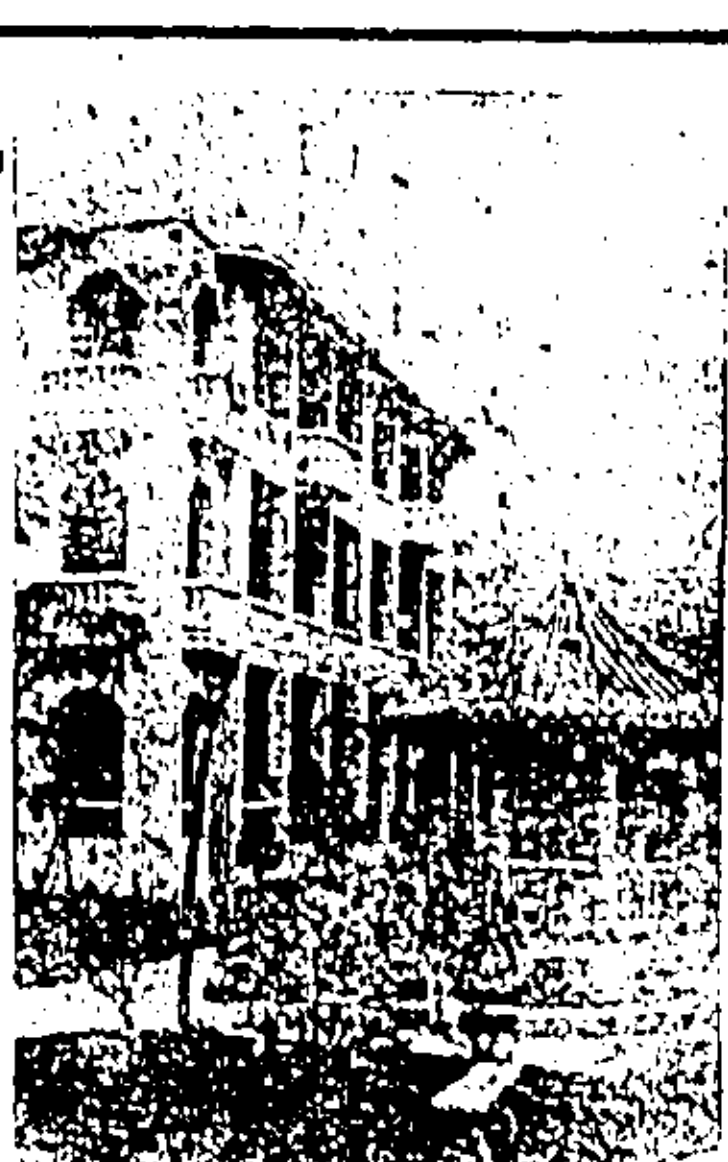
My Old Kentucky Home,
Old Black Joe,
Nat. Shikret & The Victor
Salon Group (9248).

Messa's in De Cold Ground,
Old Folks at Home,
Nat. Shikret & The Victor
Salon Group (9249).

8 p.m.—Chinese Studio Concert.
9 p.m.—Weather Report, Local
Time, etc.

10.30 p.m.—Close Down.
N.B.—Listeners are reminded
that it is now necessary to obtain
Broadcast Receiving Licences for
the current year. These are ob-
tainable at the Radio Office in Des
Voeux Road Central. The licence
fee is \$10.

properly, he was arrested by order
of the judge and sent to the lock-
up.



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Suites of rooms (single and
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CHINESE NEW YEAR ANNOUNCEMENTS

PENINSULA HOTEL

Tuesday, 17th February, 1931. Chinese New Year's Day Carnival
Dinner Dance — (8.30 p.m. to midnight).
Dinner \$6.00 per person.
After Dinner Dance \$2.00 per person.

HONG KONG HOTEL

Monday, 16th February, 1931. Chinese New Year's Eve Carnival.
Dinner Dance — (8 p.m. to 1 a.m.).

REPULSE BAY HOTEL

Monday, 16th February, 1931. Chinese New Year's Eve Carnival
Dinner Dance — (8.30 p.m. to 1 a.m.)
Tuesday, 17th February, 1931. Chinese New Year's Day Special Tea Dance
(4.30 p.m. to 6.30 p.m.)

EVENING CELEBRATIONS.

Chinese, Fancy or Evening Dress. Motor Coach from Repulse Bay Hotel to
Dinner \$6.00 per person. Hong Kong Hotel 1.15 a.m.

Tables for the above may be reserved at any of our Hotels.

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Taking Cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
* S.S. PILSNA	Jan. 24	Jan. 24
S.S. CARIGNANO	Feb. 8	Feb. 8
S.S. "VENEZIA-L"	Jan. 30	Mar. 10
* S.S. "CRACOVIA"	Feb. 10	Feb. 22

† Outward voyage to Shanghai only.
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FROM \$3 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 4th February.
ASAMA MARU	Thursday, 19th February.
TAIYO MARU	Thursday, 12th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Thursday, 26th February.
HEIAN MARU	Thursday, 26th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 24th January.
KATORI MARU	Saturday, 7th February.
KASHIMA MARU	Saturday, 7th February.
SYDNEY & MELBOURNE via Manila & Ports.	Thursday, 19th February.
KITANO MARU	Thursday, 19th February.
BOMBAY via Singapore, Penang, & Colombo.	Tuesday, 27th January.
TOTTORI MARU	Friday, 30th January.
YAMAGATA MARU	Friday, 30th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Sunday, 1st February.
GINYO MARU	Sunday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Thursday, 26th February.
KAWACHI MARU	Thursday, 26th February.
NEW YORK, BOSTON via Panama.	Friday, 6th February.
TATAGO MARU	Friday, 6th February.
TAKETOYO MARU	Sunday, 1st March.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	Sunday, 1st March.
DELGATA MARU	Sunday, 15th February.
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 29th January.
RANGON MARU	Thursday, 29th January.
NAGATO MARU	Saturday, 7th February.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 24th February.
HAKONE MARU	Saturday, 24th February.
HAKODATE MARU	Wednesday, 28th January.
KAGA MARU	Thursday, 28th January.

† Cargo only.
For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

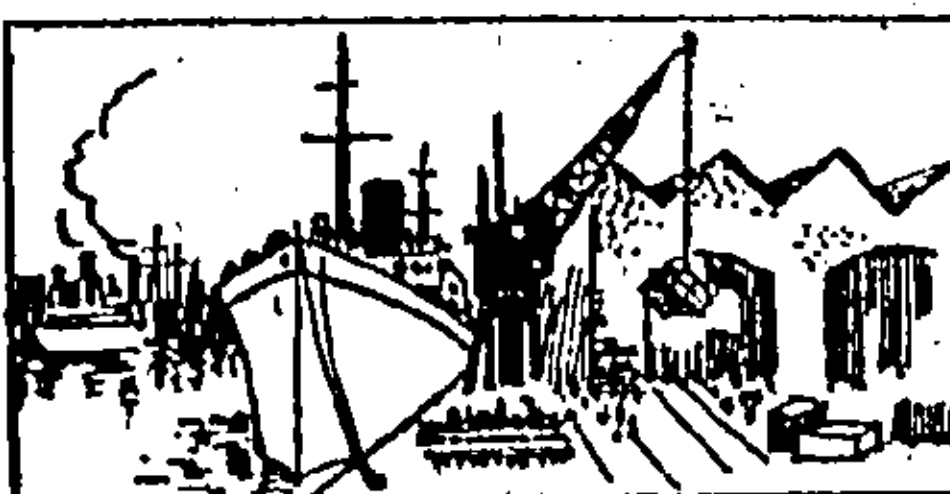
O. S. K.

SAILINGS FROM HONG KONG, SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon., 9th Feb.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	La Plata Maru	Fri., 6th Feb.
BOMBAY via Singapore & Colombo.	Shunko Maru	Mon., 2nd Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Chicago Maru	Thurs., 5th Feb.
AUSTRALIA AND NEW ZEALAND via Manila & Rangoon.	Melbourne Maru	Wed., 4th Feb.
CALCUTTA via Singapore & Rangoon.	Seattle Maru	Sunday, 1st Feb.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Africa Maru (From Shanghai)	Sat., 24th Jan.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Sanyo Maru	Fri., 6th Feb.
JAPAN PORTS (Freight Service).	Tacoma Maru	Sun., 25th Jan.
HAIPHONG via Hothow & Pakhoi (Fortnightly).	Menado Maru	Thurs., 6th Feb.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Hozan Maru	Sun., 25th Jan.
TAKAO via Swatow & Amoy (Fortnightly).	Canlon Maru	Sun., 1st Feb.
	Deli Maru	Thurs., 29th Jan.

For further particulars please apply to:—
OSAKA SHOSHEN KAISHA.
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be sent to the Hon. Treasurer, Mrs. H. E.
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HONG KONG BENEVOLENT SOCIETY



Shipping Intelligence

CHINA'S SHIPPING TRADE.

Mr. Wang Peh-chun on Foreign Encroachments

The encroachment on China's shipping trade by foreign companies is a matter deserving of special attention, according to a New Year article contributed by Mr. Wang Peh-chun, Minister of Communications, to the Chinese press. Not only have China's navigation rights along the coast been encroached upon by foreigners, but her inland river navigation rights have also been taken away.

When China was first thrown open to foreign trade, foreigners were confined to various treaty ports and they were not allowed to go to places in the interior. As a result of the Opium War, however, China's coastal navigation rights were lost and, not long afterwards, her inland navigation rights were also encroached upon by foreigners. But for the existence of unequal treaties which deprived this country of the right to impose protective taxes on foreign vessels plying on China's inland water, the Chinese Government would have been able to impose the necessary restrictions on foreign vessels plying on such rivers. The result is that, under present circumstances, it is very difficult for the Chinese Government to develop its domestic shipping trade.

China's Lost Opportunities. Chinese shipowners missed a very good opportunity of expanding their shipping trade with foreign countries during the Great War when the majority of foreign vessels in Chinese waters were commandeered by their respective governments for war purposes. When the Great War terminated, foreigners came back to China with their large and powerful ships and their influence in China was restored to a greater extent than before. While foreign companies have been increasing their vessels in Chinese waters, native shipowners were particularly hard hit when their vessels were commandeered by the Central Government during the recent anti-northern military campaign.

"In view of the deplorable state of China's shipping trade," (the Minister of Communications), in taking up my appointment as director-general of the China Merchants S. N. Co., proposed the reorganization of the affairs of the company thoroughly so that China's shipping trade may be developed under the guidance and direction of the Government," he says. Accordingly, the Government is devising means to effect the complete rendition of China's navigation rights as this is the only method by which our shipping trade may be fully developed.

MUTINY ON A K.P.M. STEAMER.

The K.P.M. steamers, going to China and the Far East always carry a European police-sergeant with several men in case pirates threaten to attack the ship. On the Van Heutz this remedy almost turned out to be worse than the disease as on the European police-sergeant's instigation the native sailors disobeyed the order of the commanding officers. When the Van Heutz arrived at Medan (Sumatra) an investigation was held by the Officer of Justice and the police-sergeant was put in custody.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Berkwick—North arm.
Cornflower—In dock.
Herald—South wall.
Hermes—No. 1 buoy.
Iroquois—North wall.
Medway—West wall.
Marazion—No. 13 buoy.
Oswald—In dock.
Osiris—In dock.
Sepoy—No. 7 buoy.
Tamar—In basin.
Foreign Men-of-War.
Argus—French gunboat.
Adamas—Portuguese cruiser.
Helena—American gunboat.
Mindanao—American gunboat.

CONSIGNEES NOTICE

Consignees of Cargo ex S.S. Binalder are reminded to take delivery of their goods which will be subject to rent after January 25.

STEAMERS' MOVEMENTS.

The P. & O. s.s. Khiva left Hongkong for this port on January 21 at 2 p.m. and is due here on January 23 at about noon.

ARRIVALS OF SHIPS.

Tuesday, Jan. 20.
Borneo Maru, Japanese str., 4,261 tons, Capt. I. Asow, from Moji, buoy No. A17.—O.S.K.
Cheong Shing, British str., 1,256 tons, Capt. D. G. Burleigh, from Wei-hai-wei, buoy No. B2.—J. M. & Co.
Cremer, Dutch str., 2,748 tons, Capt. G. J. Hermen, from Singapore, buoy No. A7.—J.C.J.L.
Indus Maru, Japanese str., 2,697 tons, Capt. K. Kuroyauagi, from Sourabaya, buoy No. A14.—O.S.K.
Tijbadak, Dutch str., 4,801 tons, Captain P. Lema, from Tg Pandan, buoy No. A8.—J.C.J.L.
Wednesday, Jan. 21.
Changklang, French str., 1,717 tons, Captain I. J. Cruchot, from Canton, buoy No. A5.—Sing Kee & Co.
Hai Hing, Norwegian str., 1,445 tons, Capt. A. Johansen, from Swatow, buoy No. C2.—Thoresen & Co.
Haining, British str., 832 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—Douglas & Co.
Helios, Norwegian str., 1,113 tons, Capt. T. Olsen, from Swatow, buoy No. B17.—Thoresen & Co.

Hozan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.
Hydrang, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.
Kaitangata, British str., 1,202 tons, Capt. L. N. Beer, from Bangkok, buoy No. C1.—Choo Yick & Co.
Kamo Maru, Japanese str., T. Takechi, from Nagasaki, Kowloon Wharf.—N.Y.K.
Kalgan, British str., 1,573 tons, Capt. D. Lupton, from Swatow, buoy No. B15.—B. & S.
Katsura Maru, Japanese str., 3,527 tons, Capt. I. Yamamoto, from Moji, buoy No. B23.—Y.K.K.
Kumgang, British str., 3,441 tons, Captain J. H. Ferguson, from Singapore, Kowloon Wharf.—J. M. & Co.
Menado Maru, Japanese str., 1,285 tons, Capt. T. Kawamata, from Canton, O.S.K. Wharf.—O.S.K.
Mentor, British str., 4,772 tons, Captain G. H. Salter, from Shanghai, buoy No. A4.—B. & S.

Penang Maru, Japanese str., 3,230 tons, Captain R. Agawa, from Singapore, buoy No. A12.—N.Y.K.
Rousan Maru, Japanese str., 1,555 tons, Capt. R. Fukuhara, from Swatow, Yaumati Anchorage.—D.K.K.
Taming, British str., 1,350 tons, Capt. J. H. Hodgkiss, from Swatow, buoy No. B9.—B. & S.
Tehkam, Chinese str., 806 tons, Capt. Lai Lee, from K. C. Wan, C.M.S.N. Wharf.—Ping On & Co.
Tsingan, British str., 2,100 tons, Capt. J. W. Tinson, from Canton, buoy No. B20.—B. & S.
Waishing, British str., 1,170 tons, Capt. Hudson, from Swatow, West Point Wharf.—J. M. & Co.

MR. W. RUNCIMAN'S TASK.

Responsible For 34 Shipping Lines.

Considerable developments, it is understood, have followed the appointment of Mr. Walter Runciman, M.P., as Deputy Chairman of the Royal Mail Steam Packet Company. Mr. Runciman explained the significance of the work on which he is at present engaged, "Many of these shipping concerns," he stated, "are of national importance; they operate in all the waters of both hemispheres, except the Baltic Sea, and it is essential that they should be kept going."
Mr. Runciman has many other interests besides politics. He is a director of the Westminster Bank and of the London, Midland and Scottish Railway, and in addition, is responsible for 34 shipping companies, including the White Star, the Union Castle, and the Royal Mail Lines.

Mr. Runciman told a reporter that he had accepted the post of deputy chairman of the last-mentioned line at the request of the Treasury and the banks. "I have been engaged on it since June," he added.

"There is no foundation for the suggestion," he declared, "that, as a result of reorganization, some of the companies may have to go. It is true, however, that there is one company—Lambert and Holt—which is at present in the hands of a Receiver and Manager."

S.S. PRESIDENT HOOVER.

Sand Beach Round Swimming Pool.

The latest addition to the Dollar Steamship Line fleet, the President Hoover was christened by Mrs. Herbert Hoover, wife of the President of the United States, in a colourful ceremony at Newport News, Virginia, on December 9.

This boat is the first of the two new (C.G.) 8,000,000 turbo-electric liners. They will be the forerunners of four large vessels contemplated in the building programme of the Dollar Steamship Line.

The vessel was not christened with the customary champagne, but with a bottle of water collected from the seven seas.

It has a speed of 21 knots and has accommodation for 1,260 passengers. The crew will number 300.

A novel feature of the comforts is a sand beach surrounding the swimming pool, where bathers can bask in the sun.

The new vessel has rooms for 320 first class passengers and 140 special class, the balance of the total passenger carrying space of 1,260 being devoted to other classes. The staterooms are spacious, well-lighted and with perfect ventilation and heating facilities.

The main dining saloon accommodates the entire first class passenger list at one sitting. Tables seating two, four, six and eight persons will be set about the room. The captain's table is designed to seat sixteen and as a novel feature there will be a bachelors' table of twelve seats. The special class dining saloon will be relatively commodious.

Four de luxe suites consisting of sea verandah, living room, bedroom, and bath, are located amidships on the first deck devoted to passenger accommodations. These suites will be artistic. In two, French period furniture will predominate and in the others, furniture of modern style.

One of the outstanding public rooms is the verandah cafe, a spacious lounging place, thirty by eighty feet in extent, glass enclosed, cool, and providing excellent view facilities.

WELCOME MAURETANIA.

Congratulations On Rescue Work.

New York, Nov. 21.
Bringing twenty-eight survivors from the freighter Ovidia, the Mauretania has arrived to receive the plaudits of New York for her rescue work.

Captain S. G. S. McNeill called it an "act of God" that there was no fog in that part of the Atlantic when the S.O.S. came. "Had there been a fog it would have allowed us down and we might have missed the Ovidia altogether. In that case she would have foundered."

Captain Axel Carleson told of the leakage in No. 2 hold, and the shifting of the deck cargo which necessitated the S.O.S. and, said, fervently, "When the Mauretania approached us it was the finest sight I ever saw."

The passengers were thrilled at the experience and held their part to atone for the misfortune which had visited the Ovidia's crew by holding a special concert at which \$120 were raised for Carleson and his men.

Mayor Walker had hoped to visit the dock to greet Captain McNeill, but owing to business pressure he last night sent the following wireless message to the Captain: "On behalf of the people of the City of New York I extend congratulations to your men. You are cordially invited to call at the City Hall on your arrival, if it is possible for you to do so, in order that I may express the appreciation the City feels at this heroic deed."

YESTERDAY'S SOLUTION

BITTER SPLIT
BLOUSE HAIR
BANDAGE ORE AN
OLE ULTRA INN
NAPE AIT LATTI
GRIMACE CONES
ERE PAD
CRANE BARGAIN
REND PER CASE
EAT PRESS REV
DIP FILE NUT RA
D DANE IRON
SPOKEN PACODA



A REAL HOLIDAY

69 DAY CRUISE HONG KONG TO GREAT BRITAIN

S.S. EMPRESS OF AUSTRALIA

21,850 Tons Gross

Sailing

TUESDAY, FEBRUARY 17TH
SPECIAL THROUGH FARE £231

(Including shore excursions and maintenance at all ports of call except New York.)

via Formosa, Shanghai, Chinwangtao (4 days in Peiping), Beppu, Kobe (8 days in Japan), Yokohama, Honolulu, Hilo, San Francisco, Balboa, Panama Canal, Cristobal, Havana, New York, Arriving

SOUTHAMPTON
SUNDAY, APRIL 26TH

For full particulars apply any

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CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

JANUARY SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,008 tons—Capt. Trotter]

JANUARY.

SUN. 25th FRI. 30th

S.S. "TAI MING"

[649 tons—Capt. W. H. Lawton.]

JANUARY. TUES. 27th

For information apply to

SANG WO Co., Ltd.

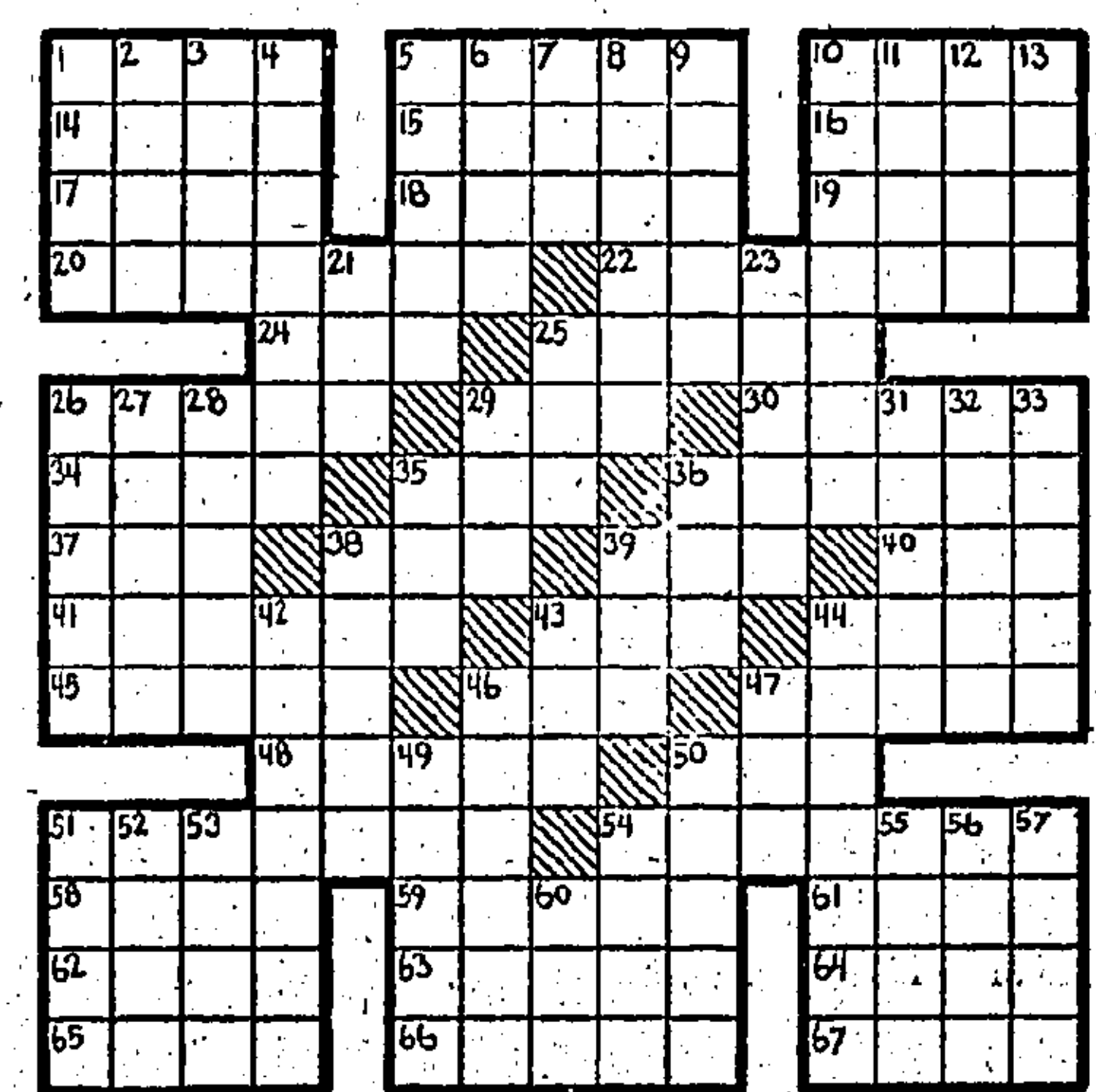
five-days' round trip and see for

29, Connaught Road, West,

Phone 29893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1-Bolt slowly and gently
5-Sailing vessels
10-Monocircular rotating piece (pl.)
14-Pratt's Chief
15-Luminous celestial body
16-Jump
17-Telegram
18-East Indian coin
19-Tune
20-Split
22-Tails
24-Drug
25-Years between twelve and twenty
26-Prevalent
28-Boy
30-Pratt's
34-Plant yielding a blue dye
35-A hesitation in speech
36-More scarlet
37-Participial ending
38-Something of no value
39-Vehicle
40-Previous to
41-Drawn
42-Craw, or, a big undulation

HORIZONTAL (Cont.)

45-Fragment
46-Front of an army
47-Caused pain
48-Bar used for raising a weight
50-Dexterity
51-Lattice-work frame
54-Blim
55-Perforation
59-Scarf worn by a priest
61-Gaelic
62-Moderate
63-Purport
64-Local position
65-Lyric poem
66-Proficient
67-Harshened

VERTICAL (Cont.)

11-Pratt's Air
12-The ocean
13-Watering places
21-Summit
23-Conclude
24-A game of marbles
26-Containing to Switzerland
27-Strengthening
28-Enthusiastic
29-Lick up
31-Perfect
32-Invigorate
33-Placed in difficulty
35-Possesses
36-Uncooked
38-Drive back
39-Container
42-Veal
43-Safes
44-One who attests
46-Robbed
47-Part of "to be"
48-View
50-Wide awake
51-Maria's name (short)
52-Highway
53-Otherwise
54-Split
55-Fall in drops
56-Noble Italian house
57-Tail; grass stem
60-Individual

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

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COMORIN	15,192	31st Jan.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	4th Feb.	Straits, Colombo & Bombay.
*PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	28th Feb.	Marseilles & London.
KHIVA	9,135	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KHUYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	15,619	28th Mar.	Marseilles & London.
KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
RAJPUTANA	15,568	28th Apr.	Marseilles & London.
KALYAN	9,144	9th May	Mars., L'don, Hull, R'dam & A'werp.
COMORIN	15,192	23rd May	Bombay, Marseilles & London.
*KASHMIR	8,985	6th Jun.	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	15,601	20th Jun.	Bombay, Marseilles & London.
*KASHGAR	9,005	4th July	M'seilles, L'don, R'dam & A'werp.
RAWALPINDI	15,619	18th July	Bombay, Marseilles & London.
*KHUYBER	9,114	1st Aug.	M'seilles, L'don, R'dam & A'werp.
RAJPUTANA	15,568	15th Aug.	Bombay, Marseilles & London.
KARMALA	9,128	29th Aug.	Marseilles & London.
CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	26th Sept.	Marseilles & London.

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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	6th Feb.	Singapore, Penang & Calcutta.
TAKADA	9,949	25th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,006	14th Mar.	Singapore, Penang & Calcutta.

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and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	31st Jan.	Manila, Rabaul, Brisbane, Sydney
TANDA	6,950	28th Feb.	& Melbourne.
ST. ALBANS	4,500	1st Apr.	

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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,135	25th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	81st Jan.	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	1st Feb.	Moji & Kobe.
TAKADA	9,949	8th Feb.	Amoy, Moji, Kobe & Osaka.
TANDA	6,950	6th Feb.	Shanghai, Moji, Kobe, Osaka & Y'hama.
*KHUYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	20th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
*SOMALI	—	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	15,619	28th Feb.	Shanghai, Kobe & Yokohama.
TALAMBA	8,018	6th Mar.	Amoy, Moji, Kobe, Osaka & Y'hama.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	15,568	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	6th Apr.	Shanghai, Moji, Kobe, Osaka & Y'hama.
KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
COMORIN	15,192	24th Apr.	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
TANDA	6,950	8th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	15,601	22nd May	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAWALPINDI	15,619	19th June	Shanghai, Kobe & Yokohama.
*KHUYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	8th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	15,568	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Hong Kong, April 5, 1924.

ECUADOR'S SHIPPING

COMPANIES SERVING THE PORT
OF GUAYAQUIL.

GERMANY'S MAJOR SHARE.

Some interesting comments on
the shipping situation and on the
various companies serving the port
of Guayaquil are contained in a re-
port to the Department of Overseas
Trade by the British Consul-
General at Quito on the economic
conditions in Ecuador, dated
September, 1930. It is shown that
during the year 1929 there entered
in the foreign trade of the port of
Guayaquil 412 ships of all nation-
alities, with a net tonnage of
982,613, of which 71 were British,
with a net tonnage of 177,343.
During the same period 414 ships
cleared, with a net tonnage of
982,913, of which 73 were British,
with a net tonnage of 177,343. The
leading country in shipping at the
port of Guayaquil was Germany,
with 100 ships, with a net tonnage
of 211,212, which entered and
cleared.

During the first six months of
1930, 205 ships entered at the port
of Guayaquil with a net tonnage of
403,837, and 207 ships cleared with
a tonnage of 470,043. British ship-
ping during that period was:—
Entered 29 ships, with a tonnage of
86,357 and cleared 30 ships with
60,408 tons. During the half-year
under review Germany was again
at the head with 64 ships and
101,006 tons which entered, while
the United States was second with
41 ships and a net tonnage of
95,444.

DEEP SEA TRAGEDY.

THE NAVY FINDS MORE FISH.

Finding new fishing grounds for
our deep-sea trawler fleets is one of
the many useful jobs done by the
Navy about which we hear little.
The old grounds are no longer able
to supply Great Britain's needs;
therefore, the Navy has for some
while past been engaged in seeking
fresh fields wherein the harvest of
the sea may be reaped in greater
abundance.

Fish hunting is one of the
strangest of quests. The habits of
fish are capricious. Nobody really
understands them.

The small warships that go in
search of new fishing grounds are
subject to the same uncertainty as
a miner who goes prospecting for
gold. They may make a lucky
strike—or they may not.

What they try to find is a bank
at the bottom of the sea, or a shoal
of some kind, around which fish are
likely to gather to feed.

To be of any use to trawlers the
bank must not lie too far below the
surface. Fish caught at a great
depth are not of good marketable
quality.

Suitable banks for opening new
fishing grounds are located by tak-
ing soundings, which means meas-
uring the depth of the water.

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No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
25th instant, will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 8th February, 1931, or they
will not be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
24th instant, at 10 a.m., by Messrs.
Godard & Douglas.
No Fire Insurance has been effect-
ed.
Bills of Lading will be countersig-
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Hong Kong, 18th January, 1931.

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Two methods of doing this are
used, one by echo, the other by a
machine. In echo sounding a man
sits in the bottom of the vessel and
at regular intervals strikes blows
upon a kind of "ear" in her hull.
He is able to judge depth by the
time it takes for the echo of his
blow to come back to him from the
sea floor, and the measurements
thus obtained he records on a dial.
The machine consists of a drum
upon which 30,000 feet of piano
wire are wound. This wire is led
over an arm that projects from the
ship's bows.

A weight is attached to the end
of the wire, which is then allowed
to run out until the weight has
reached the bottom.

Markings on the wire show how
many feet below surface the weight
descended before it stopped; thus
the depth of water is ascertained
at a glance. While taking a sound-
ing the ship remains stationary;
then she goes on and plumbs the
depth again, working all the while
along a given line.

Her position at each sounding is
carefully marked so that when she
has hit upon a new fishing ground
all she has to do is to tell the
trawlermen exactly where it lies,
"by the chart," and they are able
to go straight to it.

A chart is a sea map, which
shows the sailor his way about the
ocean, just as a tourist map shows
the motorist his way about on
land.

FILMS ON TRANSPORT.

Further Details Of Interesting
Experiment.

Following a question by Mr. Day
in the House of Commons when he
asked about cinema entertainments
on troopships and transports carry-
ing troops and their families to
stations in the Far East, and Mr.
Shaw's reply that such an experi-
ment was being tried out on the
transport Nevada, now on voyage to
China, a letter was written to the
latter to see whether he could give
some more information on the sub-
ject. He now sends the following
memorandum:

"In order to relieve the monotony
of long voyages and provide amuse-
ment for military passengers on
transports, the suggestion that a
cinema entertainment, similar to
that existing in many liners and on
board His Majesty's ships should be
provided on board H.M. Transports
is being given a trial.

"The entertainment is being un-
dertaken by a commercial firm ex-
perienced in this form of cinema
operation, and its success depends
on the response made by the pas-
sengers to the shows provided. The
service is not in any way subsidised
from public funds and the question
of its extension to other ships de-
pends on the results of the experi-
mental voyage in the Nevada.

The film company provides the
apparatus, the films and the opera-
tor, and the conditions under which
the entertainments are given are in
accordance with the Board of Trade
regulations for the display of films
on ships at sea. It has been possi-
ble to arrange a change of pro-
gramme every four days and as the
charges for admission are moderate
it is anticipated that the troops and
their families will appreciate the
opportunities for amusement which
the service provides."

PASSENGERS LISTS.


ARRIVALS.

Per s.s. Kamo Maru from Japan
on January 21:—
Kojiro Araki, Y. Jinata, T.
Ishii, T. Kawo; Mrs. F. M. Kerr,
Mrs. N. L. McGregor, K. Macojima,
Mr. and Mrs. J. Ritchie, G.
Someu, N. Takahashi, G. Tsuneto,
A. A. Tregear, T. Ueda, T. Uyesugi,
H. Yamamoto, M. Katsuno, Mrs.
M. Katsuno, T. Kusuda, G.
Uematsu, S. Arakaki.

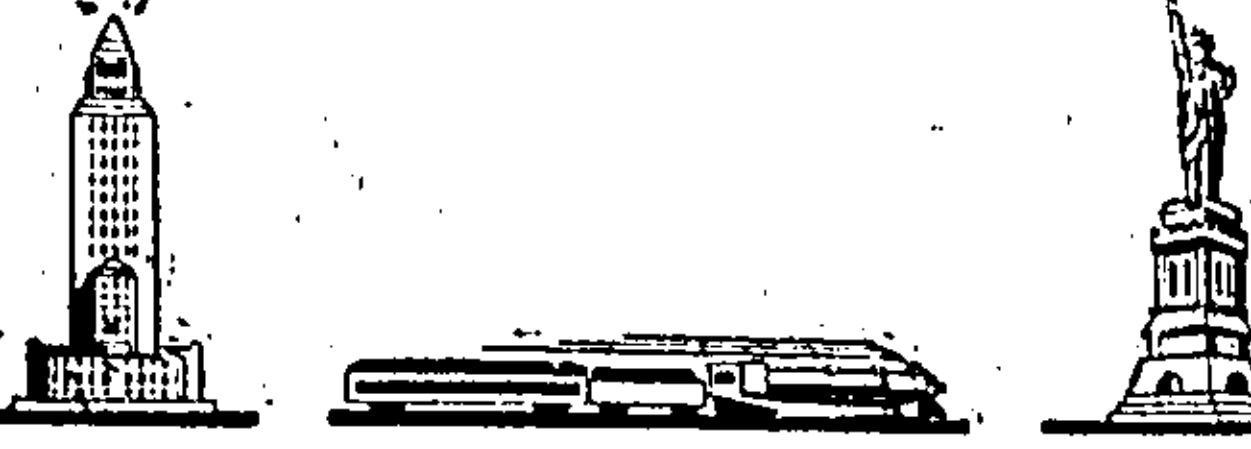
DEPARTURES.

Per s.s. Sarpedon on January
21:—
Mr. and Mrs. H. P. Allgood,
Master B. Allgood, Mr. and Mrs.
E. D. Butler, Mr. O. Castonier,
Mrs. M. M. Cowan, Miss E. M.
Cowan, Dr. Elizabeth Gunn, Miss
Dorothy Herbert, Mr. R. Hogg, Dr.
E. Hopkinson, C.M.G., D.S.O., Miss
L. E. Edwards-Jones, Miss N. C.
Edwards-Jones, Mr. and Mrs.
W. P. Morse, Miss Morse, Capt.
R. T. Nevill, Mr. and Mrs. A. R.
Rickard, Miss E. J. Rickard, Mr.
W. J. Shanahan, Mrs. E. J.
Southby, M. H. A. Thomlinson, Mr.
and Mrs. F. Wickett.

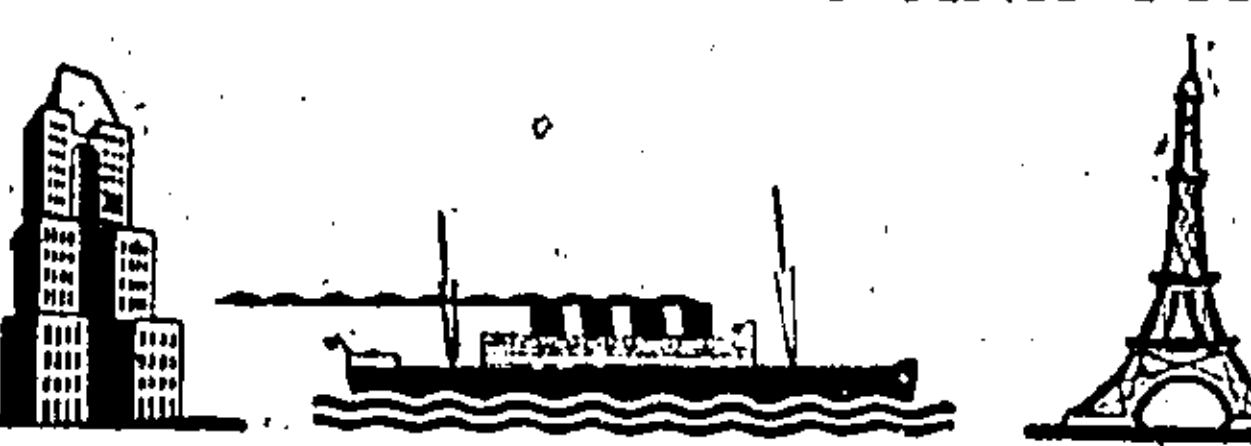
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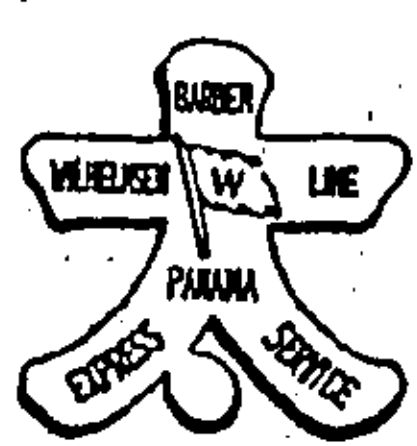
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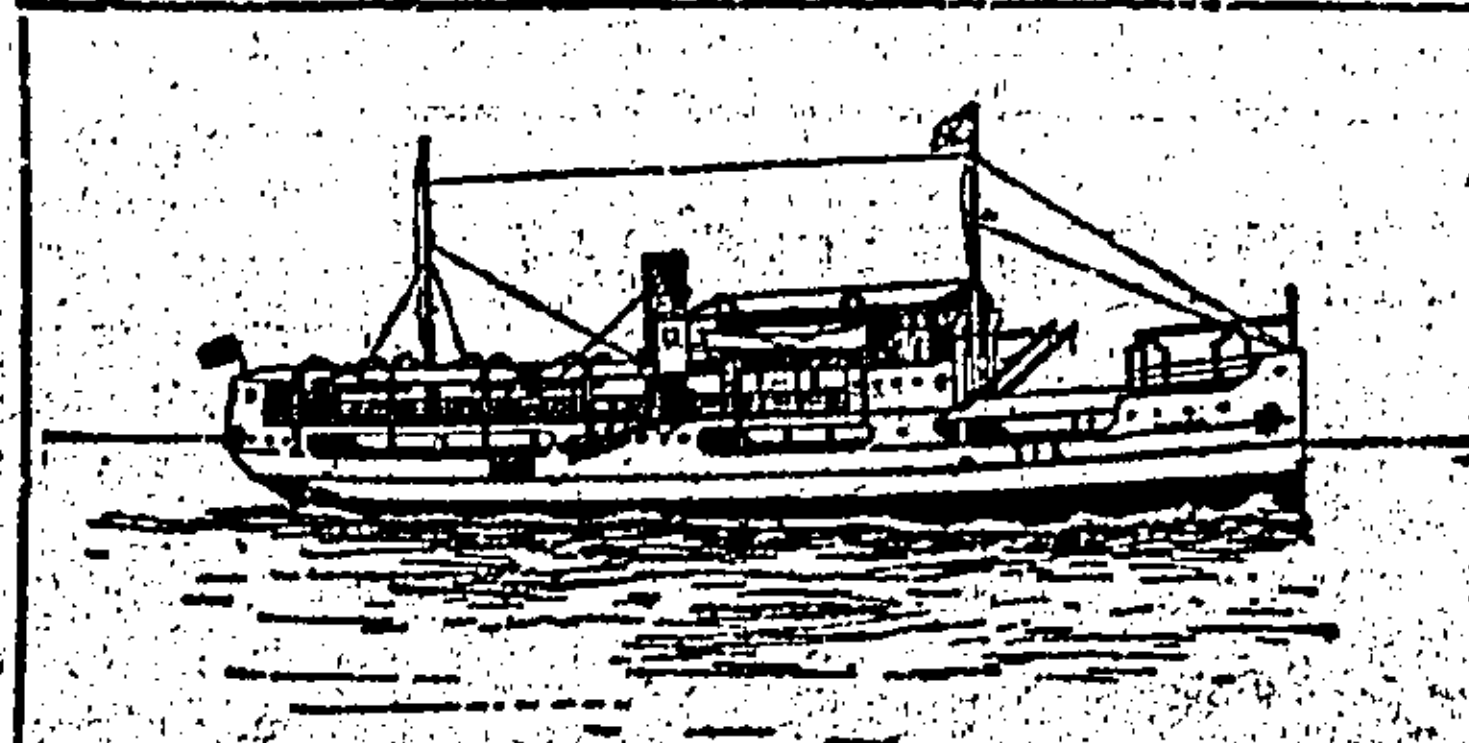
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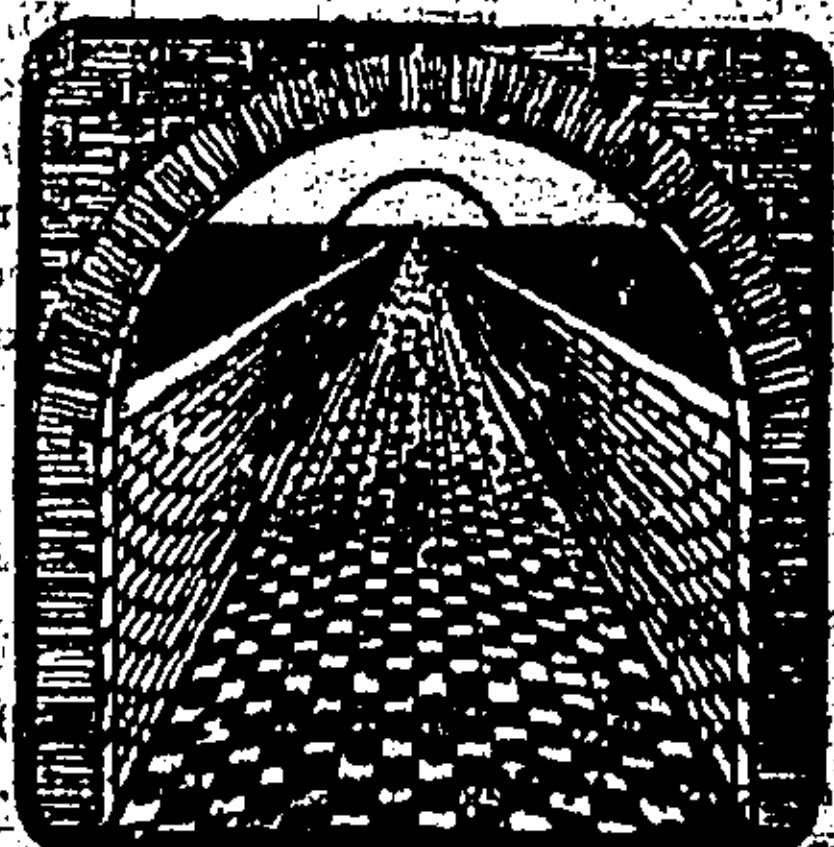
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ttances should be made payable.

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Hong Kong, Thursday, Jan. 22, 1931.

REMITTANCES.

Members of the Hong Kong Civil Service are constantly being reminded by their business friends that they are over-paid, over-stuffed, and that they should consider themselves exceedingly fortunate that they are not affected by the rate of exchange. Of course, this is quite absurd. Members of the Service, more especially those with large families or dependants at Home, are now suffering the brunt of the dollar's antics as much as anyone. Commencing from this month, all Government salaries will be paid according to the following scale:—Half to be paid at the rate of a one and sixpenny dollar, and half at the present rate. This means that men who send remittances Home each month will now have to meet a heavier burden. Even the consideration that they receive more dollars to the pound than formerly does not ease the situation locally to an appreciable extent, for it is practically certain that toward the end of this month prices in Hong Kong will increase considerably and taxation, we may be sure, will keep them company.

When the Salaries Commission last Autumn proposed to adjust Civil Servants' salaries according to this scale, the value of the dollar ranged approximately from fifteen to sixteen pence, and it is to be doubted whether the Government would ever have consented to this reduction had they realised the disastrous decline in the rate of exchange that

was to ensue. No one imagined, not even our economic experts, that the dollar would drop below the shilling rate, and now that the catastrophe has come it is only fair to compensate the Civil Servant. It is a question that we should like to see raised at the next meeting of the Legislative Council.

H.M.S. Lucia Mutiny.

Courts-Martial in any branch of the Services are unfortunate, and we cannot but help feeling regret at the unpleasant incident which occurred on board the depot ship H.M.S. Lucia on Sunday, January 4. Whatever grievance a member of the Service may have, no good can ever come of allying himself with an act of mutiny. One essential and unwritten condition of entering any of the three Services is that from the senior officers down to the lowest rating or private, every order must be obeyed not only without hesitation, but with a willing spirit.

In the case of the mutiny aboard the Lucia, which previously had enjoyed a good reputation in the Royal Navy as a very happy ship, we understand that the men objected to working on Sunday. It is not for us to enter upon a discussion of the merits of their case, but since orders had been given for the Lucia to join the Fleet for the annual manoeuvres at Portugal, it is apparent that in giving these orders the Captain of the ship was doing his bare duty. It is only natural and "human" for men to bear an occasional "grouse" for life at sea or in barracks has never been and never will be as enjoyable, say, as the kind of existence we may suppose Mr. Rockefeller to lead.

But there should be reason in all things, above all in the relation of a man to his orders, and we are able to find no circumstances which justify insubordination in the Services. Conditions are not always as one might desire, and there are occasions when a superior is able to make life a very unpleasant business, but this time has not yet arrived when men serving in the Navy or the Army can follow the example of the Welsh miners, lay down their arms and refuse to obey orders. To a great extent, the happiness of a ship is dependent on the officers, who, if they are wise, will treat the men with friendly consideration, and seek their co-operation. Yet only too often has discipline been broken by one or two disgruntled elements on

the lower deck, who are able by eloquence or influence to spread feelings of unrest through a whole ship's company. For such types the British Navy never has had and never can have any use whatsoever.

News in Brief.

For having possession of 28 pots of prepared opium at Canton Road, yesterday Chan Fai, a Chinese, was fined \$80 or one month.

The forthcoming wedding is announced:—Mr. Louis Smith, c/o Asiatic Petroleum Company (South China) Limited, to May Devereaux Kurie, formerly May Devereaux De Longueville De Bucy, also of the A.P.C.

For stealing a plank of wood from a carpenter of No. 302, Canton Road on January 21, Lai Ling, an unemployed Chinese, was sentenced to five weeks' imprisonment at the Kowloon Magistracy this morning.

Found in a fishing net, by Ng Sai-fun, master of a fishing boat, off the Ninipins, the body of an unknown Chinese male, aged about 40 years, and badly decomposed, was yesterday removed to the Kowloon Public Mortuary.

Stated to have been in crime for seven years, a Chinese with eleven previous convictions was this morning sentenced to three months' hard labour by Mr. R. E. Lindsay, when he pleaded guilty to the theft of two bottles of sweets from a shop in Wanchai.

Twenty-three Chinese lined up before Mr. Butters this morning at the Kowloon Magistracy charged with gambling. Tam Fat, the first defendant, pleaded guilty to keeping a gambling house at Po Kong Road, Kowloon City, and was fined \$50 or one month. The remainder were fined \$3 each, and three men who failed to appear had bail of \$5 estimated.

Ho Wing-kwong, licensed motor driver, has reported to the Police that at about 4.20 p.m. yesterday, whilst driving motor lorry (No. 634) in Lockhart Road, a Chinese female, named Ng Mui (17), who was sitting next to him, stated that she wanted to get off. He applied the brakes, but before the vehicle had come to a standstill, the woman jumped off. She fell to the ground and received injuries to her head, and she is now lying in hospital in a serious condition.

The directors of the Tung Wah Hospital have decided to discard the lunar calendar, and from this year, their tenure in office will be gauged on the Gregorian method, thus severing a 60-year-old system in connection with the hospital. The terms of the directors elected to serve this year will accordingly terminate in December of this year. Many Chinese firms are understood to be seriously considering a similar change, and it is practically certain that many sugar, rice and flour firms will abolish the lunar calendar at the end of 1931.

INFANT CORPSES.

DEPOSITIONS TO GO TO THE GOVERNOR.

After a protracted hearing, Mr. R. E. Lindsay (as Coroner) at the Central Magistracy yesterday solved the confusion concerning two infant corpses whose respective identities became mixed up, at the Public Mortuary.

Giving evidence, at the resumed hearing, an interpreter from the West Point Police Station said that the body sent from his Station that morning (November 14) did not have a cord tied round the neck.

The inquiry was held without a jury. His Worship gave his finding as follows:

In the case of the body of the child from West Point sent to the Mortuary about 9.30 a.m. on November 14, 1930, death was due to natural causes.

In the case of the body found in the Public Gardens and sent to the Public Mortuary about 2.30 p.m. on November 14—murder by person or persons unknown.

Riders: (1) No sufficient examination of the latter body was made by Inspector Shaftain, though it is improbable that immediate discovery of the cause of death would have helped to discover those responsible for the crime. (2) Tying to each body of the identification card covering the body before it is sent on to the Mortuary is absolutely essential. (3) The two bodies involved in this case must have been mixed up at the Mortuary owing to the fact that the steps taken by the Mortuary authorities to differentiate between one body and another were insufficient. His Worship said he would forward the whole of the depositions to His Excellency the Governor.

EDUCATION BILL.

GOVERNMENT DEFEATED ON AMENDMENT.

NOT A VITAL ISSUE.

London, Yesterday.
In the House of Commons today the Government were defeated by 282 votes to 249 on an amendment to the Education Bill moved by the Labour Member, Mr. J. Scurr, demanding that the Bill should not operate until aid was extended to non-provided schools.

Mr. MacDonald subsequently announced that the Government would not treat the defeat as vital, as no principle were involved if the Government accepted the amendment.

Third Reading.

Later.

The House of Commons passed the third reading of the Education Bill by 256 votes to 238.—Reuter.

[On December 3 the House of Commons passed an amendment postponing the operation of the School Age Bill to September, 1932.]

General Opposition.

Rugby, Yesterday.

In the House of Commons tonight the Government were defeated in a division on the report stage of the Education Bill for raising the school leaving age. The Bill was met in opposition from groups in all political parties on the question of State aid to be given to non-provided Secretarian schools to enable them to fulfil the programme of building and staffing involved. A series of conferences to reach agreed settlement had been held by the Education Minister during the recess, but proved abortive.

The division took place on an amendment moved by Mr. Scurr, Catholic Labour Member, to suspend the operation of the Act pending an arrangement for such aid, and resulted in 282 votes against 249.

Questioned by Mr. Baldwin whether the Bill would be proceeded with to-night, the Prime Minister said that no principle at all was involved in the division and he hoped the House would proceed. The motion to adjourn the House, moved by the Conservatives, was not pressed to a division.—British Wireless Service.

BANK NOTE TRICK.

WOMAN GIVES MAN MONEY AND JEWELLERY.

Another female victim of the "famous bank note trick," Chan Ying (23), a spinster living at 16, Queen Victoria Street, made her report to the Police.

She stated that at about 6 p.m. yesterday, two Chinese males approached her, and suggested that they had \$70,000 in a parcel, and that she should hand her money, totalling \$1,305, also her jewellery, valued at \$107, putting the whole lot together. She gave the men the money and jewellery, and they let her retain the parcel.

The woman then missed the men, and on opening the parcel, which was said to contain \$70,000, found that its contents were only waste-paper.

IN THE SOUP.

UNITED STATES PEEVED WITH LIBERIA.

Washington, Yesterday.

Reports from Geneva that the United States is seeking to wash its hands of Liberia, have elicited a State Department announcement that, while it is not in accord with the policy of the United States to assume any exclusive responsibility in the continent of Africa, the American Government will gladly consider sympathetically any proposal of international co-operation to help Liberia to solve her problems of sanitation and slavery.—Reuter's American Service.

Freight car; escaped to England, and thence to America.

In Musical Comedy.

In New York she danced in musical comedy and made a number of stage appearances; before a director noticed her and gave her a screen try out. This led to her coming to Hollywood, to "The Big Parade," and later to such brilliant roles as those in "The Pagan," "The Cossacks," "Forbidden Hours," and "Redemption."

The new Novarro picture, which Charles Brabin directed, is a vivid story of Spain, with Novarro playing a young opera singer who finds fame in Madrid and who is torn between two loves. Original music was written for Novarro's songs, and he also sings opera numbers in the Madrid opera sequences. Dorothy Jordan, who played opposite him in "Devil May Care," and "In Gay Madrid," is the harpiste, and Ernest Torrence, Nance O'Neill, Mathilde Comont, Russell Hopton and others, are in the cast. Incidentally, Torrence, who started his career as a concert pianist, plays the piano for the first time on the talking screen in his role.

BRITISH ACTORS IN "ATLANTIC."

An Epic of Heroism at Sea.

AT THE QUEEN'S.

Although in many respects a remarkable achievement, "Atlantic," the "talkie" drama of the sinking of the Titanic, by no means approaches the high standard that we had been led to believe by the London Press reports this British film attained. In the first place, there is no noticeable plot, the whole story dealing with a portrayal of the reactions of various types of passengers to the realisation that the liner which they had imagined to be as unsinkable as St. Paul's, has about two hours "to live," having been struck by an iceberg.

Good Acting.

The acting is always good, especially that of Frank Dyll as John Rool, the elderly novelist who displays such noble heroism in the last hour. The terrifying moments when the boats are lowered, when fear drives men and women to acts of frenzy, and the iron discipline compels the officers to use their revolvers, are splendidly captured on the screen. The action is a trifle slow, and the photography sometimes dim, but it is a rare pleasure to hear the distinct musical tones of the English voice! The ending is moving and not overdone. "Atlantic" is a picture we recommend you to see.

"MAMBA" AT CENTRAL THEATRE.

"Mamba," the feature attraction to-day at the Central Theatre, we believe brings to the talking screen the first drama of feature length to be produced entirely in Technicolor. We have had musical comedies and colour sequences in pictures of various types, but "Mamba" is sheer drama—without a single theme song—and its locale has been laid in the heart of an African jungle.

Jean Hersholt, Eleanor Boardman and Ralph Forbes head the cast of this Tiffany production, which Al Rogell directed from an original story by F. Schumann-Heink and John Reinhardt. Hersholt, once again in his spectacular career as an actor, turns mean. In fact, it is from the meanness of the character he portrays that the picture gets its title, for the Mamba is a deadly poisonous snake of Africa—and August Bolte is as vile and feared as any reptile.

"Exquisitely Bred." He thinks to command the respect of the British and Germans at New Posen by marriage to the daughter of a German count. This beautiful girl has consented to marry the immensely wealthy Bolte only because the price he pays for her will save her father from bankruptcy. She is as refined and exquisitely bred as Bolte is gross and vulgar and she shrinks from him in horror. On the way to her new home in Africa she meets Karl von Reiden, a handsome young German officer, and her unhappiness is made greater by their falling in love at sight.

How the romance is untangled and Bolte becomes the victim of his own cruelty is told in "Mamba." Eleanor Boardman plays the purchased bride and Ralph Forbes the young officer. Others in the cast are Josef Swickard, Claude Fleming, William Staunton, William von Brincken, Hazel Jones and Arthur Stone. RCA Photophone recording.

"CALL OF THE FLESH"

Talkies sometimes bring celebrities of the screen back to things they did on the stage, before they faced the camera. For instance, it took the talking pictures to get Renée Adoree back into dancing. Miss Adoree, when she does her Spanish dance with Ramon Novarro in "Call of the Flesh," Metro-Goldwyn-Mayer's romance of Spain which will open on Sunday at the Queen's Theatre, is really going back to her first job.

Long before she won fame as "Mellande" in "The Big Parade," Miss Adoree was famous as a dancer. She was dancing in Belgium when the German invasion started during the war; was smuggled away in a (Continued at foot of preceding Column.)

Ten Years Ago.

[From the "China Mail" of
January 22, 1921.]

To-day's dollar is worth 2/11 3/8.

Prof. W. P. C. Trafford of Hong Kong University resigned Japan a fortnight ago to become a Professor of the Osaka Higher Commercial School. Professor Trafford is a graduate of Oxford University, and his speciality is commercial sciences. He was recommended by his new host by Sir Charles Elliot, British Ambassador in Tokyo, the latter having previously been president of Hong Kong University.

TREND OF MODERN LEARNING

DICTUM OF THE ANCIENTS.

Italian Convent's Splendid Tradition.

SIR W. HORNELL'S ADDRESS.

There was a large gathering at the Canossian Institute (Italian Convent School) last night, when the prizes won during the year were distributed by Sir William W. Hornell, Vice-Chancellor of Hong Kong University.

The distribution was preceded by a very pleasing concert by the pupils, which included a colourful, and well-sung five-act operetta, in Italian.

The Rev. Father Joy then read the School Head Mistress' report, after which the prizes were given out.

PUPILS' SUCCESSES.

Sir William Hornell, returning thanks to the staff, congratulated them upon their pupils' successes in examinations. He went on to review the trend of modern education, and to analyse its values. He also referred to the conception of education as formed by the philosophers Plato and Aristotle, and concluded by urging the present pupils at the Convent to live up to the high traditions of the past.

ANNUAL REPORT.

The Rev. Father Joy, having extended a welcome to the visitors on behalf of the Rev. Mother and staff of the Italian Convent, said that it gave them pleasure in particular to welcome Sir William Hornell. His presence at this function provided them with an opportunity of offering him their congratulations on the honour recently conferred on him in recognition of the great work he has done for education.

Father Joy then read the Headmistress' Report as follows:

Attendance.—The average daily attendance in the year 1930 num-



Wife: "John, the clock fell just a minute after mother had passed it."

Husband: "That clock was always slow!"

Passing Show, London.

bered 466 scholars. The highest enrolment was attained in the month of March when the pupils on the Roll numbered 502, 46 in excess of the previous year 1929.

Health.—Dr. Koch reported favourably on the health of the school at his two half-yearly inspections. He visited the girls in their airy, capacious classrooms and in the Boarding Department, stating that all were well cared for.

Staff.—The working staff consists of 14 European teachers and six assistant teachers. One more European teacher, who has just completed her course of studies in Britain, is expected to arrive early in February.

The Inspector of English Schools, Mr. Sutherland, visited the school during the last days of October. I take this opportunity of expressing our appreciation of Mr. Sutherland's comments on the school on the points of efficiency, progress and discipline which are always appreciative and encouraging and helpful.

University Successes.—The most successful Candidate was Miss Mary Cheung who obtained the Matriculation Certificate with Honours and two Distinctions in English and Biblical Knowledge. (Applause).

The ten girls presented for the Senior Examination, passed all, three with Distinctions in Biblical Knowledge. The 18 pupils who attended the Junior Division were all presented for the Junior Examination, and all were successful, obtaining 14 Distinctions, six in English, two in French, one in Needlework, in Dutch and Biblical Knowledge.

To meet the demands of the new Regulations, in the early months of last year we introduced Object Drawing in the Lower Classes, and a systematic course of Model Drawing in the Remove and Upper Classes. This addition to the school curriculum has captured the interest of the pupils, and should be of great educational value by developing in them the

power of intelligent observation of objects as they stand in nature.

I am happy to state that physical culture is well attended to under the skilful tuition of Miss Lee, a qualified teacher. Regular classes of drill and gymnastic exercises are practised in the open air with much success and utility. We hope that by next year our pupils will be able to present a Drill Display for the entertainment of our numerous friends.

Girl Guides.—The fifth Hong Kong Company of Girl Guides was formed last September under the captaincy of Miss Swift; the Girls were duly enrolled in the local Association by the Acting-Colony-Commissioner, Miss Jaques, and the Secretary, Mrs. King. They are doing interesting work during their meetings, and the Staff wish to express to Miss Swift and Miss K. Tse their grateful appreciation of the devotion and interest which they have shown in the working of this excellent organisation.

An atmosphere of happiness is essential to successful education. I would therefore like to stress the point that our pupils are happy and cheerful at school. So far from finding school life a drudgery or too exacting they carry out their work in a spirit of cheerfulness, and find that pleasure in it which carries its own compensations. They are happy at school and when they leave school they still regard this convent as a second home, full of pleasant associations, to which they return frequently and with which even those who leave the Colony never lose contact. (Applause).

This point—to us an essential point in our educational efforts—was stressed by the former Inspector, Mr. Ralphs, (whose kindness to us will never be forgotten), when he stated in one of his reports: "Happiness appears to be the keynote of the pupils of the Italian Convent." This testimony of Mr. Ralphs, repeated and reinforced by that of all who come here to visit our classrooms and our playgrounds, is to us a matter of the greatest consolation.

Children Love Their Duty.—The children love their work and their duty; and duty, when loved, brings its own sweet reward. Outside of actual school work the children go with their teachers for picnics, for walks and to shows of educational interest and value. Thus is formed a bond of union and affection which, we hope, with God's loving Providence will contribute its share to the noble mission of preparing good, fit Christian women for Society. (Applause).

SIR WILLIAM HORNELL.

Sir William Hornell, addressing the gathering, said in part that to have passed 100 per cent. the girls sent up for the junior local was something of which the staff might justly be proud.

The Colony was passing through one of its ever-recurring crises, and it was not likely that education would escape the scrutinising eye of the Retrenchment Committee. "Education is an expensive business," said Sir William, "and the stewards who administer this most vital public trust, are quite rightly called from time to time to account for their stewardships. But the difficulty is that times of stress sometimes lead to the obscuring of values. Doubters ask what in sober fact, when the fog of sentiment has been dispelled, is this much-boomed education really effecting? Does it really make men and women happier? Does it make the community richer? You start with the idea that every child should learn to read and write, to add, subtract, multiply and divide, and the taxpayer very soon finds that he is expected to subsidise secondary as well as elementary schools, and to contribute large sums towards universities. And then the old argument is repeated—that education beyond the 8-2 is

is a luxury for which those who want it should be made to pay.

Maxims of The East.—Sir William went on to refer to the maxims of Plato and Aristotle, who laid the foundation of the political, social and ethical philosophy of the East.

Aristotle started proclaiming that man was by nature a social animal, i.e., a living creature whose development was only possible as a member of an organized community, a State as he called it. Now the State to Aristotle was not a mere fortuitous collection of individuals living in a certain area. It was far more than this. "The State," argued Aristotle, "has a moral character exactly as an individual has and its responsibility is like his. If the object the State sets before it is not realized in its citizens, it is not realized at all, and this object is not something indefinite but the building up of a fixed type of character, what Aristotle called 'Ethos.' Failure to produce this type of 'Ethos' or character is the failure of the State, for this 'Ethos' is that living spirit that keeps the political body healthy and united. "The greatest of all security," Aristotle wrote, "for the permanence of constitutions" is what all men now neglect, namely education in accordance with the constitution, for the best laws in the world are of no avail, if men are not educated in the spirit of the State. When, therefore, Aristotle asked himself: "How shall we make our citizens good men?" he replied without a moment's hesitation, "By education." To him in fact the fundamental problem of politics was one of education.

"We would not have our citizens," wrote Plato, "grow up among images of moral deformity as in some noxious pasture and there to browse and feed upon many a baneful herb and flower day by day, little by little, until they silently gather a mass of corruption in their own soul." The greatest force, he added "in shaping the lives of men and women is public opinion, whose voice sounding in the Assembly and the Law Courts is practically irresistible by the efforts of individuals." "The power of evil," he concluded, "can only be counteracted by creating a power of good as penetrating, as unconscious, as universal. To do this is the true function of a system of education."

A Great Tradition.—The speaker then traced the history of Maddalena di Canossa to whose devotion, the women and girls of the Colony owed the Italian Convent, and all that it has stood for, and stands for still. Pupils of the Convent had inherited a great tradition, and they should see to it in their lives and conversation that they were worthy of it. (Applause).

PRIZE WINNERS.

His Lordship's Prize for Catechism was won by Miss Olive Chacarrategui and Mary Cheung.

The distinction of having her name inscribed on the Lugal Shield was awarded by the School Staff to Miss Mary Cheung.

The Lugal Scholarship for the year 1930-31, Miss Molly Chao.

Lady Ho Tung Scholarships for good conduct and progress awarded to the Misses Evelyn Oles, Ida da Rosa and Amy Chu.

Matriculation and Senior Certificates and Prizes.—Mary Cheung, 1st Class Prize, Matriculation Certificate with Honours, and Distinction in English and Biblical Knowledge; 2nd Class Prize, Distinction in Biblical Knowledge; Amy Cheung, 3rd Class Prize, Distinction in Biblical Knowledge; Ida da Rosa, Distinction in Biblical Knowledge.

The other Senior Certificates were won by Audrey Winsel, Irene Chen, Maria Gomes, Gertrude Bowen, Evelyn Oles, Thelma Webster, Agnes Leong, Minna Abbas and Beatrice Kwan.

Junior Prizes.—The Junior Certificates and Prizes are as follows:—Josephine Wong, 1st Class Prize, Distinction in English, Dutch, and Biblical Knowledge; Daisy Chan, 2nd Class Prize, Distinction in English and French; Marguerite Chaillet, 2nd Class Prize, Distinction in English and French; Amy Chu, 3rd Class Prize; Alice Rodriguez, 3rd Class Prize, Distinction in English, Needlework and Biblical Knowledge; Mary Smith, Distinction in English and Biblical Knowledge; Mary Botelho, Distinction in English; Alice Wong, Distinction in Biblical Knowledge.

Other Junior Certificates were won by Margaret Dandy, Veronica Rom, Ada Tong, Anna Brown, Lawrence Li, Lily Law, Mathilde Park, Ruby Moy, Ermilina Xavier and Olga Botelho.

Class 3.—Molly Chao, 1st Prize; Mary Oskato and Mabel Gardner, 2nd Prize; Eva West, 3rd Prize.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.
To-night—Dinner Dances at Peninsula and Hong Kong Hotels.
To-morrow—Dinner Dances at Peninsula and Hong Kong Hotels.
Saturday—Burns' dinner, Messrs. Lane, Crawford's restaurant, 8 p.m. Entertainment.

To-day—Queen's Theatre.
To-day—Central Theatre.
To-day—World Theatre.
To-day—Star Theatre.
To-day—Majestic Theatre.
To-day—The Cuckoos.

Home Mails
To-morrow—Inward from Europe via Negapatam (Hakone Maru); from Europe via Siberia (Katori Maru); Outward for Europe via Siberia (Hakone Maru), 3.30 p.m.
Saturday—Inward from America and ports (President Hayes); Outward for Europe via Marseilles (Katori Maru), 9.30 a.m.

Land Sale.
Monday—At P.W.D. offices, one lot of Crown land at Wong-Nel Chung, 3 p.m.

Sports.
See Diary on page 8.

Meeting.
February 10—H. K. Land Investment & Agency Co., Ltd., ordinary meeting, Messrs. Jardine Matheson's Offices, 12.30 p.m.

Miscellaneous.
To-day—Song and Piano Recital at Helena May Institute, 5.30 p.m.
To-morrow—Yummai School prize distribution 11 a.m.

Lammert's Auctions.
Saturday—At China Providence Loan & Mortgage Co.'s Godown No. 5 (West Point), 3,953 bags centrifugal sugar and 4 barrels coconut oil, 11 a.m.
Tuesday—At 178, The Peak, household furniture, 10.30 a.m.
Wednesday—At the premises of the Industrial Commercial Bank, Queen's Road Central, office furniture, 10.30 a.m.

IRISH SOCIETY.

BALL TO BE HELD ON ST. PATRICK'S DAY.

OVER 150 MEMBERS.

The recently elected committee of The St. Patrick's Society of Hong Kong held their first meeting on January 20 in the Hong Kong Hotel, when a large amount of business was transacted. Mr. F. P. R. James presided and the following officers for 1931 were elected.

Sir Joseph Kemp, Kt. K.C., C.B.E., was (in his absence) elected President; Colonel C. D. Myles O.B.E., R.A.M.C., A.D.M.S., China Command and Mr. L. N. Murphy Vice-Presidents; Mr. B. H. C. Hallows Hon. Treasurer; Mr. G. P. Murphy and Lieutenant P. T. Mahony R.E. Hon. Secretaries.

After much discussion as to the form of the function to be held on St. Patrick's Day, March 17, it was decided to hold a Ball. Further particulars will be published as early as possible.

H.E. To Attend.
It has since been ascertained that His Excellency The Governor and Lady Peel have graciously consented to attend.

Over 150 names of intended members, including many Life Members, and various donations have been received. The Committee look forward with confidence to a very flourishing Society and cordially invite all Irishmen and Irish women who have not already done so to apply to the Hon. Secretaries for membership.

The address of The Society for correspondence is P.O. Box 417 and all letters should be addressed to The Hon. Secretary.

Special Classes for Chinese Girls.
Class 7.—Anna Chan, 1st Prize; Lay Chan, 2nd Prize; Charly Young, 3rd Prize.
Class 8.—Carmen Yee, 1st Prize; Amy Lo, 2nd Prize; Mary Tse, 3rd Prize.

London Trinity College Exams.
Higher Local.—Anita Sillescu, Practical and Theory, Honours; Frances Laid, Practical, Pass, Theory, Honours; Senior.—Olga Azedo, Practical, Pass.
Intermediate.—Gertie McNeill, Practical, Honours; May Chan, Practical, Honours; Theory, Pass.
Junior.—Agnes Lung, Practical, Honours; Theory, Pass; Grace Swan, Practical, Pass, Theory, Honours; Amparo Kragard, Practical, Honours; Maria Albert, Practical, Honours; Luz Fano, Practical, Pass; Theory, Preparatory; Helen Leung, Practical, Pass.

First Step.—Rachel Rego, Practical, Pass, 90 marks; Alexandra Sandak, Practical, Pass, 88 marks.
Prizes for Portuguese.
Class 1.—Socorro Tavaras, O. Rosa and Maria da Rosa.
Class 2.—Patricia Rozario.
Class 3.—Anita Xavier.
Class 4.—Beatrice Gomez.
Prize for Application.—Ermilina Castilho.
Portuguese Junior Examination.—Alice Rodriguez.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 26th day of January, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at King Kwong Street, Wong Nei Chung, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Block	Locality	Boundary Description	N. S. E. W.	Area in Sq. Ft.	Area in Acres	Approx. Value
1	King Kwong Street, Wong Nei Chung.	King Kwong Street, Wong Nei Chung.	ft. ft. ft. ft.	1,750	0.04	10,000

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

ON SATURDAY, January 24, 1931, commencing at 11 a.m., at Godown No. 5 of the China Providence Loan & Mortgage Co., Ltd., West Point. (for account of the concerned.)

3,953 Bags Centrifugal Sugar
4 Barrels Coconut Oil
(all more or less damaged).
Terms: Cash on Delivery.

LAMMERT BROS., Auctioneers.
Hong Kong, January 22, 1931.

THE Undersigned have received instructions to sell by Public Auction

ON TUESDAY, January 27, 1931, commencing at 10.30 a.m., at No. 178, The Peak, A Quantity of VALUABLE HOUSEHOLD FURNITURE (Full particulars from catalogue.) On View from Monday, January 26, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, January 22, 1931.

THE Undersigned have received instructions from the Liquidators of The Industrial Commercial Bank to sell by Public Auction, ON WEDNESDAY, January 28, 1931, commencing at 10.30 a.m., at the premises of The Industrial Commercial Bank, Queen's Road Central, A Large Quantity of Valuable OFFICE FURNITURE and FITTINGS.

Comprising:—Teak Desk, Office Chairs, Typewriting Tables, Teak Filing Cabinet, Large Carved Teak Table and Chairs, Teak Benches, Bookcases, Teak Telephone Booth, Large and Small Steel Filing Cabinets, Copying Press, Remington Typewriter, Wall Clock, Table Fans, Electric Wall Fans, Electric Lights and Fittings, Large Mirrors, Burroughs Adding Machine, Sandstrand Adding Machine, Monroe Calculating Machine, Automatic Time Stamp Machine, etc.

Also Large Combination Steel Cabinet, Herring Hall Marvin Safe, York Safe.
On View from Tuesday, January 27, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, January 22, 1931.

AMERICAN

Chemical Diamonds are equal to real diamonds in brilliancy, lustre, and hardness. Cut glasses like real diamonds. Proof against fire, steel file and "natter" acid. Price per carat H.K. \$5. net. Terms Cash or C.O.D. The American Chemical Diamond Co., 300, Box 300, PENANG.

JAPAN HONOURS CHANG.

Mukden, Yesterday.
Class 2.—Patricia Rozario.
Class 3.—Anita Xavier.
Class 4.—Beatrice Gomez.
Prize for Application.—Ermilina Castilho.
Portuguese Junior Examination.—Alice Rodriguez.

VOCAL GEMS
MUSICAL COMEDY MEMORIES OF 40 YEARS AGO
Columbia
DX126—Flordora Vocal Gems.
DX 45—A Country Girl Selection.
9925—Belle of New York Vocal Gems.
9896—Ivan Caryll Memories Vocal Gems.
9883—Lionel Monckton Memories Vocal Gems.
9882—Paul Rubens Memories Selection.
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HOSIERY

Sport Columns

RUGBY FOOTBALL.

ANOTHER WIN FOR NAVY "A"
FIFTEEN.

EVERY METHOD ADOPTED.

(By "Scrum Half")

In a game marred by continual infringements the Navy "A" fifteen defeated the Club "A" by two goals, a dropped goal, a penalty goal, and a try (20 points) to a try (3 points) on the Club ground yesterday afternoon.

The Navy fielded a very different side to that which defeated the Club so heavily last week, but for all that showed a marked superiority throughout the game. At forward the Navy held an advantage which they never allowed beyond their grasp. They certainly can teach the Club a thing or two in this department. I could not help noticing how they were on the man with the ball every time and their backing up of each other was in direct contrast to the play of the Club forwards.

McElney Shines.

There were only two forwards worth mentioning in the home pack, McElney and Atkinson. The former played an excellent game and showed a fine turn of speed in the loose. He has ball control and any amount of dash. Atkinson showed flashes of brilliancy but seemed tired all too soon. If all the forwards were to work together there would be no need for that extra exertion which is necessary when no one is in support. It is these short spells which demand that little bit of extra energy that fatigues the man who has gone all out from the kick off. Combination not only helps the scoring but it helps the players of the side.

Worrall's Dropped Goal.

An enterprising dropped goal by Worrall opened the scoring for the Navy. The ball had come out of the scrum at a difficult angle and Worrall, seeing that he could not pass to advantage, tried at goal with every success. It was a really good effort and saved a dangerous pass to his inside-man. A penalty against the Club for off-side was taken advantage of by Slater, who kicked a magnificent goal.

Intercepted Pass.

Worrall was again in the lime-light when he intercepted a pass that Prophet gave from the base of the scrum and ran through to score between the posts. It was a splendid effort but he was fortunate to bring it off, as Prophet, if he had been looking where he was going to pass, would have seen him getting into position, and gone round the blind side of the scrum. This was a glaring example of a wild pass from the scrum. A scrum-half must always know where and when to pass in order to avoid the attentions of a fast stand-off-half.

Clever Passing.

A really good display of short passing between Nicholson, Wilkinson, Pascoe and Moore led to the last named touching down beneath the posts. As a forward movement this was first-class and had the Club completely rattled. It only goes to prove the importance of clean handling to all forwards. Nicholson easily converted.

Good Tackling.

Green playing at fly-half in the early stages was deadly in his tackling and very aggressive when under pressure. He affected one or two pretty cut throughs which gained valuable ground when the Club were in their own twenty-five. One particularly good tackle of his saved a certain try when he brought Nicholson down after a promising move had been started. I feel that this tackle had something to do with Nicholson's absence in the second half.

Kick Charged Down.

Crossing over seventeen points to the good the Navy kept up pressure and were soon over for an unconquered try when Parker, as the result of a three-quarter movement, broke through. Strictly speaking he should not have been allowed to get over as there were two men on him and he ignored Pascoe on his left who was unmarked. The kick was cleverly charged down by Kerr, who got there before Worrall gave his man the signal.

Solo Effort.

The Club scored their lone try when McElney, as the result of a purely individualistic effort, got over in the far corner. It was a very brave and worthy effort and fully deserved a try. Johnson failed to convert from a difficult position.

The Club were outplayed by the

ARMY BOXING.

CHAMPIONSHIP FINALS
DECIDED.

PTE. MCGOWAN'S SUCCESS.

Some very keen, if rather crude, fights were seen at the Theatre Royal last night, when the finals of the Army Boxing (Individuals) Championships were decided.

Probably the best fight of the evening was the final of the welterweights, won by Pte. McGowan, of the Argylls. His opponent was Pte. Morrison, S.W.B., who took a lashing from the fast-moving Scot in the first two rounds, but came back strongly in the third with some nicely-judged lefts. McGowan seemed tired, but came up like a wildcat in the extra one and a half minute round ordered by the judges, and had his man almost out at the finish. He would have finished the affair summarily if his judgment of distance had been better.

McGowan had previously beaten Sapper Evans, of the R.E., who was hard put to it in the first two rounds to keep out of danger. He was very tired in the third, and ran into a right clip to the jaw that dazed him for several minutes after he had been counted out.

Scrambling Fights.

There were also two fights in the light-heavyweight class, both of a scrambling nature. Bdr. Wharton, R.A., beat Pte. Livingstone, S.W.B., in the first round, after being down in the opening round. He seemed very rattled, but got Livingstone in a neutral corner in the second, and dealt out some not very dreadful punches to the head and body. Livingstone went down on his knees, and stayed there for the silent count, which he probably misjudged, as he finished quite fresh.

In the final Wharton met L/C. Penfold, S.W.B., and won on a foul in the second round. He had the best of the opening round, but Penfold opened up later, and looked promising until he struck Wharton when the latter was on one knee. The bout was a very crude affair.

Flies And Bantams.

Drummer Perry, A. & S. H. beat Pte. Slythe, S.W.B., in a bout characterised more by pace than punches. The bout was for the flyweight title. Perry improved after an indifferent start, and boxed really well in the second and last rounds, showing a workmanlike left hand.

A Plucky Winner.

In the feathers Cpl. Garland, S.W.B., met Pte. Blackburn, Argylls. Both had some ring experience, and Garland was down early on from a body dig. He managed to resume, and got through the round. There was some heavy punching in the second, Blackburn being very cool, and showing up well. Garland however, landed heavily to the jaw once or twice, and kept up the good work in the third, Blackburn being very tired. Garland well earned the decision.

Pte. Roberts, S.W.B., won the lightweight's from L/Cpl. Walker, Argylls, after a strenuous bout in which little real damage was done, both being repeatedly out of distance.

Middle Weights.

In the middles Sgt. Wallis, Argylls, beat Pte. Jones, S.W.B., after an uninteresting fight. Wallis was content to wait for a chance to land a heavy right, but the other man's defence was equal to the occasion. Wallis landed what solid punches there were, and this gained him the decision.

At the conclusion, Colonel R. B. Consens, D.S.O., presented cups to the winners, and runners-up. He congratulated the boxers on their clean and interesting show, and expressed thanks to the organisers of the tournament, who had worked so hard for its success.

speedier Naval forwards, and their three-quarters were very fond of passing too soon with the result that little ground was gained after the ball had been handled all along the line. When they did penetrate the defence they found Slater very reliable both in tackling and touch kicking.

Result:
Navy "A" 20 points
Club "A" 3 points

R.A.P.C. BEAT R.A.S.C.
YESTERDAY.Colonel Robertson in
Good Batting Form.

GOOD BOWLING FIGURES.

On the H.K.C.C. ground yesterday afternoon the Royal Army Pay Corps defeated the Royal Army Service Corps by 26 runs.

Batting first, the R.A.P.C. compiled the useful total of 131 runs, for which they were largely indebted to Col. Robertson, who played an excellent knock for 61 runs. Nearly all the opposing bowlers returned good figures, Pamplin having the best analysis of 3 wickets for 21 runs.

Only a stand between Major Airey (26) and Reynolds (15) prevented a complete collapse when the R.A.S.C. batted. Cole tried hard to hit off the runs but could get no one to stay with him and at the close of the innings was undefeated with 21 runs to his credit. Davies captured half the wickets for 31 runs and Major Herbert and Captain Etherington also bowled well.

Scores:— R.A.P.C.

F. E. Matthews, c Cole, b Pamplin	7
C. Ormerod, c Lazenby, b Pamplin	2
Col. Robertson, b Etherington	61
Pamplin	2
J. Troops, b Cole	1
W. Davies, lbw, b Cole	8
Col. T. A. Robertson, c Fry, b Lazenby	8
L. Tripp, run out	2
Major A. S. Herbert, b Reynolds	25
Capt. W. Williams, st. Airey, b Lazenby	1
H. E. Evans, not out	8
C. Clarkson, c Cole, b Reynolds	2
Extras	12

Total 131

BOWLING ANALYSIS.

	O.	M.	R.	W.
Cole	11	0	38	2
Pamplin	5	1	21	3
Fry	4	1	24	0
Lazenby	9	1	15	2
Reynolds	4.5	1	21	2

R.A.S.C.

Lt. Marshall, c Williams, b Herbert	2
Major Langmaid, c Williams, b Davies	7
Cpl. Cadman, b Etherington	1
Reynolds, c and b Etherington	15
Major Airey, c sub, b Davies	26
Cpl. Fry, c Matthews, b Davies	3
W.O. Pamplin, c Ormerod, b Herbert	0
R. Jones, c Evans, b Davies	8
Lazenby, b Davies	5
Cole, not out	21
Mackay, b Matthews	9
Extras	8

Total 105

BOWLING ANALYSIS.

	O.	M.	R.	W.
Evans	8	2	19	0
Herbert	10	3	13	2
Etherington	6	3	4	1
Matthews	3.5	0	24	2
Davies	7	1	31	5
Tripp	3	1	6	0

Our Sports Diary.

LOCAL.

GOLF — To-morrow — First Round of Ladies' Championship. Sunday — Exhibition Four-Ball Game. Crickchank and Melhorn, Fanning; Semi-final, K.G.C. Junior Championship. February 1 — Second Round Junior Championship, Fanning. February 10 — Junior Section, Championship, R.H.K.C.C. (First Round).

FANLING HUNT — Sunday — 17 Pine Tree Hill, 204/20 mile-stone. January 22 — Race Course. Sunday 31 — Sun Wai Camp.

RUGBY FOOTBALL — Saturday — Club v. Army, Happy Valley (Triangular Tournament). February 8 — Club v. Navy (Triangular Tournament). FOOTBALL — Saturday — First Division — Chinese Athletic v. St. Joseph's; Club v. South China; Police F.C. v. Kowloon F.C.; Borderers v. Argylls; Royal Artillery v. Club de Recreo; Second Division — Navy v. Eastern St. Joseph's v. University; Chinese Athletic v. Club; South China v. Borderers; Kowloon F.C. v. Club de Recreo; Royal Artillery v. Argylls; Third Division — R.A.S.C. v. South China; Borderers v. R.A.O.C.; Royal Engineers v. Royal Air Force; Chinese Athletic v. Ewo.

CRICKET — Saturday — Division 1 — Hong Kong C.C. v. Civil Service C.C. (L); Indian R.C. v. Navy (F); Division 2 — University v. Police (L); Royal Engineers v. Indian R.C. (L); Civil Service C.C. v. Hong Kong C.C. (L).

RACING — February 15 — Fanning Hunt Club's Steeplechase Meeting. February 25 — March 7 — Annual Race Meeting. March 14 — First Extra Race Meeting.

PENCING — Monday — Pencing Club Meeting, Yacht Club, 5.15 p.m. HOCKEY — Saturday — St. Andrew's Club v. R.M.S. Burwick, Navy ground, 4.30 p.m.; Y.M.C.A. v. Army, K.L.S. Park, 6.30 p.m. ATHLETICS — March 16 and 18 — Hong Kong v. Canton Universities.

HOME.

FOOTBALL — Saturday — English Cup — Fourth Round. RUGBY FOOTBALL — Saturday — Scotland v. France, Paris.

FORTY-FOUR ROUNDS
FUREUR

FIGHTERS OF THE PAST

WHEN JEM MACE OUTSTARED
GRIM DEFEAT.

FINANCIAL EVENING

In an interesting series of articles under the heading of "Fighters of the Past and Present" the Glasgow Evening News brings back memories of the hardy boxers of yore. This week we read of the dour struggle for the boxing crown between Jem Mace and Tom King — and there were no fouls in this fight of forty-four rounds.

Jem Mace and his big challenger, Tom King, are preparing for the fray while the respective sides, the swells with Tom and the men of bow and Shoreditch with Jem, are emptying their pockets for side bets.

Mace is smiling in his corner, not a trace of nervousness on his expression, calmly waiting the referee to call him to scratch. Tom, just a suggestion of anxiety shading his face, listens to whispered advice from his seconds as they massage his legs and caress the muscles of his great arms. Now and again he darts a look towards his opponent's corner. He has reached the stage when every fibre of his powerful frame is itching for the fight to start.

Fighting To Instruction. At last the preliminaries are over. A silence has fallen like a great blanket on the previously noisy crowd. The men have been called to the mark.

It was obvious, during the first four rounds, that Tom was fighting solely by instruction, and he forced the pace in a way that promised ultimately to wear down Jem and so establish more than ever the decided advantage the challenger held in the matters of youth, weight, height, and reach. His arms worked like the ribs of a storm-driven windmill, and after ten rounds Jem was showing decided traces of being in a serious engagement.

Changed Complexion.

His left eye was puffed, his upper lip cut and swollen, while his nose had been trickling ruby since the very first round. It must be said, however, that he had weathered the windmill well. A less shifty ringster, less scientific exponent of the art, would have been even a sorrier mess.

By this time King's supporters were cock-a-whoop, and their rush with more money had resulted in the odds veering round in favour of their man. Jem's friends were not sufficiently well endowed with the product of His Majesty's mint to meet all the clamours for bets, and in addition, they were not exactly chirpy about the way the battle was progressing.

Punches that Hurt.

Jem by the end of the twentieth round, was severely distressed, and he had for the most part fallen away before Tom's rushes, skipping round the ring and being content to nip in when occasion offered. No doubt those stinging lefts and rights he sent home to Tom's head and body hurt, but so did the less scientific deliveries of the challenger, and at this stage, so confident were King's party of ultimate victory that their generosity ran to offering 3 to 1 on their man.

Second Wind.

It was, withal, a clean fight, a real credit to the occasion, and it became much more exciting when Mace, at the moment when defeat seemed to stare him in the face,

suddenly discovered a fresh store of energy and for the first time made an attempt to take command of the exchange.

The legs regained their poise and speed, the eyes their brightness, and what was more important, the knuckles their seemingly lost power to inflict severe punishment. He seemed, in one second, to have rediscovered his strength and vitality, and in the twenty-sixth round Tom knew all about it; and for four rounds after that.

Hope Springs.

King, plucky fellow, was now taking his medicine, and it was dispensed to him as only Professor Mace knew how, but at the call of each round he pluckily still went after Mace, desperately hoping that his physical attributes would carry the day. Jem didn't run away now. He stood up to his man and flayed him until King looked as if he had been lashed with the cat-o-nine-tails.

So severe were Jem's punches that his hands became sore and puffed up. Word of this reached Tom's corner. King took more heart, and, thinking that Mace hadn't put all his weight into his blows, took every risk that was going, and went for Jem without restraint. But his blows, crudely delivered, lacked power, and though each time Mace struck in return he suffered excruciating pain at the knuckle joints, the Shoreditcher kept going.

After Forty-Four Rounds.

King went from bad to worse until he could stand on his feet no longer, and in the forty-fourth round he was counted out.

There was no debating who was the better man. Only in height and weight was Mace inferior. In every other respect he was superior. But Tom King did not agree. He felt he could beat Mace, and he wanted to justify his contention by the only means possible — another fight.

There is no doubt that before Mace overcame his opponent he took a tanning. He suffered most severe punishment, and many a man would have gladly sought the sanctuary of the referee's count rather than face the fierce onslaughts of King.

There is no doubt also that King, less clever though he was, came very near to victory. When, therefore, milords and gentlemen of the West End discussed the fight in the following days 'midst the comfort of their favourite haunts, they came to the conclusion that their man, King, should have another chance.

Another Fight.

It was also agreed that the first fight must have taught Tom a lot, and that when he returned to the Ring again he would do so with a mind, enriched by experience, and therefore more able to meet the undeniable artistry of the champion.

So the wealthy patrons of the fancy ordered another meeting between the pair. Tom, when he heard that he was to be supported again, danced with delight. This time he would emerge champion. Jem when his backers informed him of the challenge, smiled to himself. He felt he had the beating of King any time, and he told his supporters to go ahead with their arrangements.

HOCKEY SHIELD
GAME.Club Defeat Army in
Sim Shield Match.

STUBBORN DEFENCE.

On the United Services Recreation Club ground yesterday afternoon the Club defeated the Army by the only goal scored in the match.

The Club owed their success to two factors — their seizure of the one opportunity to open the scoring and their fine defensive play. The game could not be called uninteresting as there was always a good deal of speculation on how the Club would break up the next military attack. The Army forwards were clever and had opportunities of scoring, but bungled on each occasion owing to lack of initiative on the part of individuals or over eagerness.

The Club defence played an excellent game but the one fault to be found in the half-back line was

their neglect of their forwards. It is not a forward's job to come back for the ball — it cripples his speed off the mark.

After a blank first half the Club scored soon after the resumption as a result of some good combination on the right wing culminating in M. G. Marriott finding the net.

Result:—
Club 1
Army 0

FOOTBALL.

KOWLOON'S TEAMS FOR
SATURDAY.

The following have been selected to represent the Kowloon Football Club against Police, on the Kowloon ground, on Saturday, kick off at 4 p.m.:—

Angus, Martin, Bliss, Hedley, McKelvie, Newman, Ellis, Simpson, Gillett, Grimwood and Ineson. The following have been selected to represent the Reserves against the Club de Recreo on the home ground, kick off at 2.30 p.m.:—

F. Angus, Guest, Eastman, Everett, Giehrst, Smith, White, Whitting, Stary, Cotton and Bickford.

Reserves: Kerr and A. B. Glenio.

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**TROUBLES OF
SILESIA.**

**A Campaign of
Slander.**

POLISH STATEMENT.

The Polish Ministry of the Interior has issued a statement about the recent disorders in Upper Silesia in view of what it describes as the tendentious accounts which are being spread by the German Press.

The statement points out that the authorities took steps to ensure the preservation of order and the safety of voters during the electoral campaign, and on the day of the polling for the Senate and the Upper Silesian Diet. Breaches of the peace occurred only in a few localities where the feelings of the electorate had been unduly roused. A glaring example of this was furnished by the provocative behaviour of a certain Herr Harfenberger (who is described elsewhere as the German pastor in the village of Golasowice and is alleged to have decamped). His inflammatory anti-Polish activities are said to have caused the death of an officer of the Polish uniformed police named Sznapiek, who was killed while in the execution of his duties by members of a German armed band.

False Reports.
Three Polish citizens of German origin were beaten and German

premises were wrecked at Brzesko (Tobenbirken), and a Polish workman was killed at Nowa Wlasc; contrary to the tendentious reports, not a single Polish citizen of German origin lost his life. No serious incidents besides the above occurred during the period of the election. In all proved cases of disturbance an immediate investigation has been started in respect both of the persons guilty and the authorities responsible for public order. Several persons have already been arrested. The police are also inquiring into the cases of window breaking, raids on election meetings, and the like, with a view to the discovery and punishment of the guilty.

The statement ends with a reminder that the authorities have been hampered in the fulfilment of their duties by the slanderous campaign which is systematically waged by certain organs of the foreign Press.

The visible objects of the campaign (says the statement) are the permanent irritation of Polish-German relations and the prevention of neighbourly accord among the inhabitants of Polish Silesia by gross exaggeration of the smallest incident which may occur there. Attention must also be paid (the statement adds) to the fact that the Polish community has been alarmed for some time past by the campaign for the revision of frontiers conducted by certain agencies in Germany and by news of the misfortunes which have befallen the Polish population on the

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 11½
Bank, on demand 11½
Bank, 4 months' sight 11½
Credits, 4 months' sight 1/— 5/16
Documentary, 4 months' sight 1/— 7/16
On Paris—
On demand 600
Credits, 4 months' sight 640
On New York—
On demand 23½
Credits, 60 days' sight 24½
On Bombay—
Wire 65½
On demand 65½
On Calcutta—
Wire 65½
On demand 65½
On Singapore—
On demand 41½
On Manila—
On demand 47½
On Shanghai—
On demand Tls. 75
Dollar 3½% dis.
On Yokohama—
On demand 47½
Sovereigns (Bank's buying rate) 1/— ½
Silver (per oz.) 14
Bar Silver in Hong Kong Nominal
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 3½% p.a.
Chinese Sub. Coin 2½% dis.
Hong Kong Sub. Con. ¼% prem.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.78½
New York 4.85 11/32
Brussels 34.82
Geneva 25.08½
Asterdam 12.06¾
Milan 92.72½
Berlin 20.42½
Stockholm 18.13
Copenhagen 18.16½
Oslo 18.16½
Vienna 34.52½
Prague 164
Helsingfors 192½
Madrid 46.05
Lisbon 108.25
Athens 875
Bucharest 817
Rio 4 7/16
Buenos Aires 34½
Montevideo 35
Bombay 1/8 ¾
Shanghai 1/8 ¾
Hong Kong 1/—
Yokohama 2-15/31
Silver Spot 13
Silver Forward 13 9/16
—British Wireless Service.

German side of the frontier, where Poles have recently been attacked by German armed bands and Polish schools and houses have been wrecked.

German Statements.
German witnesses declare that the moral authors of the disturbance were head of the commune and the local schoolmaster, who had taken the lead in an aggressive Polish procession a few hours before two German living apartments were raided. M. Graszynski, the provincial Governor, has suspended the head of the commune and the school-master and ordered a disciplinary inquiry to be held into their behaviour. It is also stated that if the inquiry shows their conduct to have been criminal they will immediately be prosecuted. The same applies to the head of the police, who has been removed from his post. The number of police in the commune has been increased, and a diligent search is being made for other offenders. The provincial Governor has assigned the sum of £80 as first compensation for the households which suffered damage.

A further announcement shows that the Polish Government has charged its delegate to the Mixed Commission to draw the attention of its president, M. Collander, to the fact that, contrary to the terms of the Geneva Convention, the German delegate, Herr Hilgen, the German Consul at Katowice, has made a private investigation at Brzesko. This is the more surprising because the Mixed Commission is now engaged in examining that incident.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 22nd Jan., 1931.

STOCK	Buy-ers	Sell-ers	Sales	Open	Close	Last dividend and when paid
Banks.						
Hong Kong Bank	2040	2040	...	Dec.	(Final \$3 bonus a/c 1930 ex. 1/11—\$73.14)	Pending
Chartered Bank	...	...	10½	Dec.	Interim 7/- free 1/7/24 a/c 1930	Sep. — 30
Mitsubishi Bk., A.B.	...	...	20	Dec.	(Int. 2½% a/c 1930 less 1/7/24)	Sep. — 30
Bank of Asia	120	...	...	Dec.	\$3 for 1929	Feb. 28, 30
Insurance.						
Canton Ins.	...	...	1500	Dec.	(Final \$27 for 1929 Interim 1/15 a/c 1930)	May 15, 30
Union Ins.	...	...	600 (500/200)	Dec.	(Final 15/- for 1929 Interim 1/15 a/c 1930)	May 30, 30
*China Underwriters	3.30	...	...	Dec.	None	"
China Fire Ins.	475	...	...	Dec.	(Final \$2 bonus \$4 for 1929 Interim 1/15 a/c 1930)	May 30, 30
H. K. Fire Ins.	...	...	1300	Dec.	\$17 for 1929	Mar. 25, 30
Shipping.						
Douglases	...	...	28½	Dec.	Last dividend for 1924	"
H. K. Steamboats	...	...	29	Dec.	\$1.50 for 1929	Mar. 4, 30
Indo-China (Pref.)	...	...	45	Dec.	(Int. ex. 2½ on preferred for 1924 and 1925)	June 19, 23
(Def.)	...	...	27	Dec.	Last dividend for 1924	"
Shell Transport	...	...	77½	Dec.	Interim 1/15 Coupon No. 27	Pending
Union Waterboats	...	...	39	Dec.	\$1.50 for 1929	Mar. 10, 30
Mining.						
Benguet	...	...	11	Dec.	(Final 40 centavos making Pao 1.20 for 1929)	Dec. 30, 30
Kailan Mining Ad. s/	...	...	30½	June	(Fin. 1/2% free 1/7/24 Coupon 23 making 9% for year 31-32)	Dec. 30, 30
Langkat	...	...	9½	Oct.	T. 3.50 for year 31-32	May 8, 30
S'hai Exploration	...	...	2½	Dec.	None	"
Loans	...	...	...	Dec.	Interim T. 2.25 a/c 1930	July 1, 30
*Raubs	...	...	40	Mar.	(Second Int. 1½ a/c year 31-32)	Dec. 15, 30
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	...	...	17½	Dec.	\$3 for 1929	Mar. 15, 30
H. K. & W. Docks	30	...	...	Dec.	Last dividend for 1924	"
South Ch. Motors	...	...	10	...	"	"
*China Providents (old)	5.50	...	...	Dec.	Last dividend for 1924	"
(new)	...	...	2.65	Dec.	Interim T. 3 a/c 1930	Sep. 19, 30
*Hongkew	...	...	284	Dec.	T. 3.50 for 1929	Feb. 25, 30
N. Engineering	...	...	6½	Apr.	T. 1 for year 31-32	July 30, 30
Shanghai Docks	...	...	100	...	"	"
Land, Hotels & Buildings.						
*H. K. & S. Hotels	19.05	12.85	12.85	Dec.	50 cents for 1929	Apr. 7, 30
H.K. Lands (old)	...	...	...	Dec.	(Final \$1 making \$1 for 1930)	Pending
(new A)	...	...	8½	...	"	"
(new B)	...	...	92	...	Interim T. 3 a/c 1930	July 31, 30
Shanghai Lands	350	...	...	Dec.	50 cents for 1929	May 7, 30
Humphreys (Cum Ru.)	...	...	17½	Dec.	Interim 50 cents a/c 1930	Sep. 4, 30
Rights	...	...	3	Dec.	\$3 for year 29-30	July 31, 30
H. K. Estates	...	...	9.50	Feb.	"	"
Chinese Estates	...	...	37	...	"	"
Cotton Mills.						
*Ewo Cotton	...	...	110.00 (14)	Dec.	Final T. 2 a/c 1929	Mar. 17, 30
Shanghai Cotton	...	...	90½	Apr. and Oct.	T. 2.25 for half year 31-32	Nov. 29, 30
Zoong Sing	10	...	...	June	T. 0.80 for year 30-31	Oct. 11, 30
Public Utilities.						
*H. K. Tramways	17.70	17.50	...	Dec.	Interim 40 cents a/c 1930	Aug. 27, 30
Peak Tram (old)	...	...	14½	Apr.	50 cents on old for year 30-31	June 15, 30
(new)	...	...	6½	...	"	"
Star Ferry	...	...	94	98	\$1 for 1929	Pending
*China Light	25.30	...	...	Sept.	Final 50 cts. a/c 37 30-30-30	Dec. 15, 30
H. K. Electric	...	...	91	91	\$2.50 for 1929	Mar. 15, 30
Mase	...	...	26	...	"	"
Sandakan Light	...	...	22	June	None	"
H.K. Tel. fully paid	...	...	35	Dec.	Int. (40 cents) a/c 1930	Aug. 1, 30
" part paid	...	...	38	Dec.	T. 0.50 for 1929	Feb. 25, 30
China Burs	...	...	107	Sept.	(1/4% on preference shares Subject to income tax)	Feb. 6, 30
S'port (Tractions) (Ord.)	...	...	77½	...	"	"
(Pref.)	...	...	107	...	"	"
Industries.						
China Sugars	...	...	80 cts.	...	In Liquidation.	"
Malayan Sugars	...	...	27	Dec.	P. 5 for 1929	Apr. 11, 30
Cald. Mag. Ord.	...	...	10½	Dec.	(T. 0.50 T. 0.40) 7 months 1929	Apr. 30, 30
" Pref.	...	...	10.40	...	"	"
Canton Ice	...	...	3.50	July	None	"
*Cementa (com.)	17	16.00	...	Dec.	70 cents on old for 1929	Mar. 19, 30
(old)	19½	...	...	...	"	"
(new)	...	...	5.20	...	"	"
H. K. Ropes	...	...	18½	...	Last dividend for 1924	"
Stores, &c.						
Dairy Farm (old)	20.10	...	...	Dec.	\$1.50 for 1929	Mar. 14, 30
(new)	...	...	24½	Oct.	70 cents for year 31-32	Mar. 31, 30
Watsons	...	...	12.60	...	"	"
Der A Wings	...	...	1	...	"	"
Lane Crawfords	...	...	4	Feb.	Last dividend for year 28-29	"
Mackintosh	...	...	10	Feb.	\$2 for year 30-31	May 15, 30
Sincere	...	...	18½	...	"	"
Wm. Powell	...	...	2.85	Feb.	50 cents for year 29-30	June 10, 29
Venezuela Gold Fields	...	...	9.00	...	"	"
Miscellaneous.						
H.K. Amuse. (C. R.)	28½	...	...	Mar.	\$2.50 for year 31-32	Sept. 27, 30
(Night)	...	...	4	...	"	"
Ch. Entertainment	12½	...	...	Dec.	None	"
H. K. Constructions	...	...	5.20	...	"	"
B. Int. G. Bonds	...	...	67½	...	"	"
H. K. Govt. Loans	67½	...	Interest half yearly	"

*Speculative shares, *Sales to Shanghai.

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Factory:—2 Godown, Praya, Dundas Street, Mongkok.

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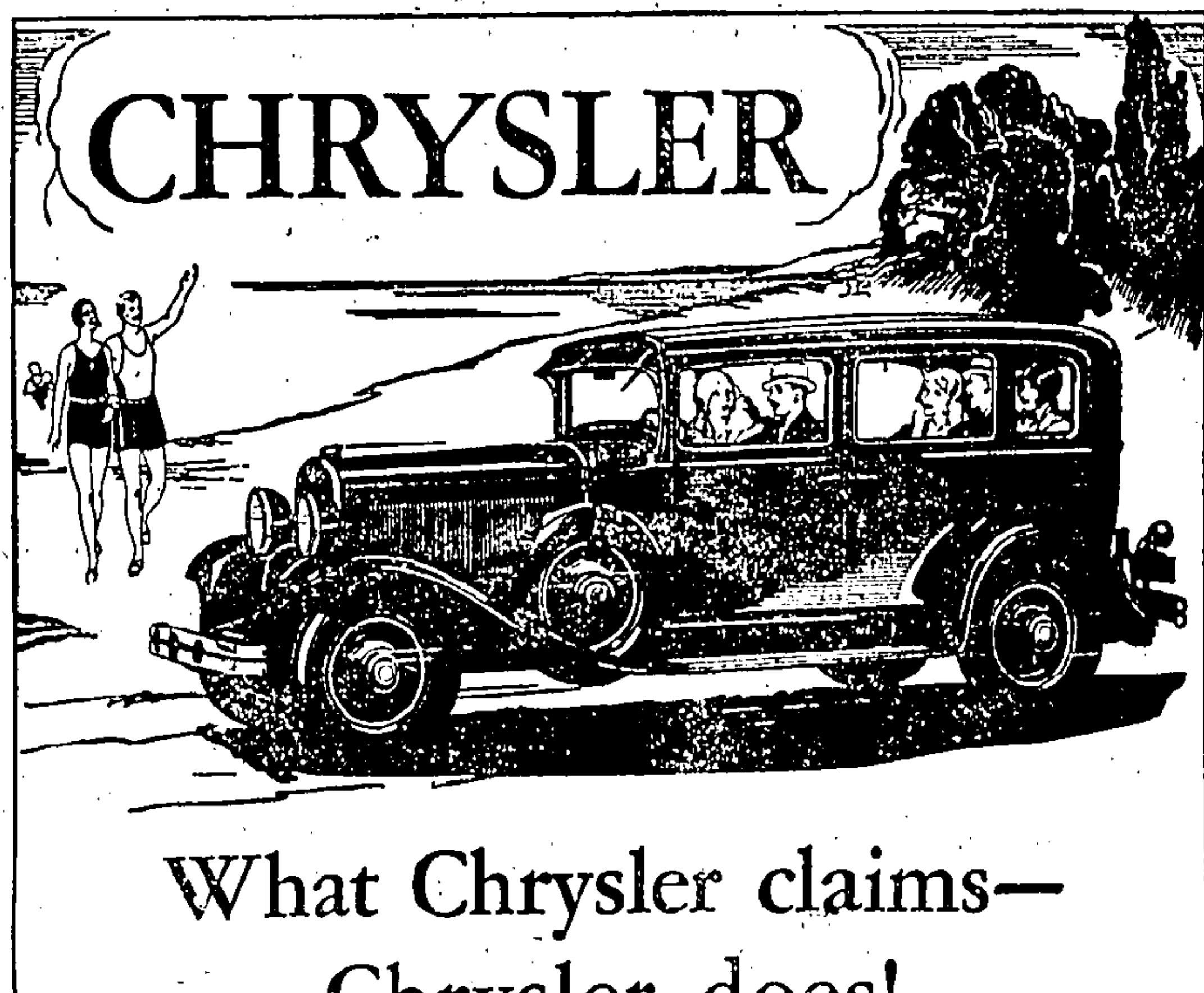


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MOTORISTS—THIS IS YOUR PAGE



Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

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TEL. 25674.

AN AUTOMATON.

Miracles of Modern Invention.

Ever since the prehistoric motor-car stirred a startled world to laughter and indignation cars have tended to become increasingly automatic. Time was when the management of a motorcar was really hard work. The starting of the engine used to stop so frequently, and I knew that my own strength would fail after twenty or thirty restarts. Lamps were an obsession during night drives in the early days; the owner or chauffeur kept stopping to adjust water drips on to carbide or to reset and rub down the wicks of oil lamps. The changing of certain tyres, especially a famous Collier cover, secured to innumerable holes in the wheel-rim by means of innumerable studs embedded in its clinch, was a tedious business, for two sturdy mechanics. The muscles of a driver's left leg used to be afflicted with cramp after a long spell in traffic, because the clutch spring was enormously strong and the linkage so short of leverage. The brakes required such an output of strength that the muscles of the driver's face would register extreme tension when he descended a hill. All that has been changed, and the current cars of to-day are miracles of automaticity. The driver enters his seat and presses a knob on the ramp or the dash; and for the rest of the day he need do nothing but perform a series of light, easy movements with moderate precision. That single touch of a button starts a train of complicated operations, most of which are completely automatic. Little is left for the driver to do, except to control the speed and steer the car; and neither of these actions demands physical energy worth men-

tion, with the rare exceptions of a zigzag Alpine pass or a birdlime road surface, when the muscles still operate under an anxiety complex.

Foolproof or Not?

When we inquire whether the motorcar should be further developed towards the automaton stage, we encounter a genuine controversy. The engineers of two of our leading firms consider that the average driver desires to be delivered of every possible responsibility. They convert theory into practice by marketing cars which practically release the driver from the usual control of his clutch and gears (the allusion is to the so-called "fluid flywheel," better described as an automatic clutch, and to the pre-selector gearbox introduced under Wilson patents three years ago). Neither of these inventions is completely automatic. Their effects are easily summed up. Without their aid a driver must display considerable skill in handling his transmission, though he is not called upon for any muscular output worthy of mention. With their aid an unskilled driver of childish physique can manage the largest car, exclusive of steering. His control of the transmission is reduced to the absolute minimum, and consists of unskilled taps on a clutch pedal at long intervals, and unskilled movements of a tiny lever, comparable to switching on an electric lamp. There are two causes for a certain delay in popularising these interesting controls. Both of them represent substantial additions to the weight and cost of a car; they are bulky components, which do not supersede any existing fittings. Large output and simplified design will in time reduce both their weight and their cost, but they can already be commercially incorporated in the smallest six-cylinder cars, listed at perhaps 60 per cent. more than the mass-production price of such a vehicle. The second cause is psychological. The majority of motorists probably regard their cars simply and solely as transport. In this they differ fundamentally from motor-cyclists, who take a keen interest in the mechanical

aspect of their hobby; a cynic would say that this interest is compulsory where motor-cyclists are concerned. Anyhow, almost every motor-cyclist buys a technical journal every week, and some buy two; but the majority of car owners do not trouble to study their hobby, and read no motoring journal. So some judges assert that the sooner cars are made foolproof the better. If that is true, the standard car will soon be equipped with the new transmission devices, and an era may even dawn when rails are substituted for roads and the motorist is relieved of the trouble of steering, at any rate so far as main roads are concerned.

Sporting Mechanic Type of Owner.

On the other hand, a minority of motorists face driving as they face golf. They regard it as a highly skilled pastime, in which a man may and should take intense pride; he should greet the unquestionable difficulties of handling a sensitive and vivacious sports car with a cheer, and wrestle with them, feeling profound shame whenever he commits even a petty fault, and discovering half the joy of the road in conquering the caprices and problems which his car unites with the road in presenting to him. To such drivers an automatic clutch and an automatic gearbox are anathema. They loathe them with the kind of hatred not easily paralleled in the fields of either religion or politics, wherein strong hatreds may be so readily generated. If we can imagine a typical motorist, analogous to the fabled "man in the street," he would appear to us as even more complex than Stevenson's Jekyll-Hyde personality. With him dispute a sportsman, a mechanic, and a sordid utilitarian. The odds are that the utilitarian will conquer in the vast majority of motorists. The resigned sporting mechanic type of owner must envisage with cold shiverings an era when the roads will be considerably fuller than they are yet; when every road junction will be under the control of a petty official, just as the points outside Victoria Station, London,

WORN TYRES.

Safe Drivers Take No Chances with Blow-Outs

On good highways, with modern motor cars, 35 to 50 miles an hour is the customary pace these days. The danger factor which must be reckoned with rests in the tyres.

"No motorist who has any regard for his own safety will drive at excessive speeds on badly worn tyres," says, Mr. A. Mann of Duro Garage, Kowloon, local Fisk Dealer. "Even race drivers, skilful as they are, have a hard time handling a low-hung racing machine when a front tyre goes out from under them. In the hands of an ordinary driver, a front wheel, or even a rear wheel blow-out at 60 miles an hour is quite likely to be instantly followed by a wreck."

At speeds of 25 or 30 miles an hour a blow-out, while inconvenient, is usually not dangerous. But at 60 miles per hour, a car is travelling 88 feet per second, with terrific force. Dropping four or five inches of air cushion out from under one of the wheels almost invariably causes a sharp swerve, even if the casing is not hurled from the rim and caught on the axle with disastrous results. At low speeds the car can be stopped easily enough, but at high speeds a ditch or a collision may be the penalty.

CHEVROLET CARS.

Production Record Claimed.

An automotive record was claimed when the Chevrolet Motor Company turned out its 2,000,000th six-cylinder car on August 7, less than 20 months after the introduction of this type. The 2,000,000th car rolled off the line at the factory in Flint (Michigan) with Chevrolet and General Motors executives in attendance to witness its final assembly.

The brief time required by Chevrolet to build 2,000,000 sixes provides an index of the rapid strides made by the organisation in the front rank of volume car builders. The company was organised late in 1911, and it required nearly seventeen years to turn out 5,000,000 of the old four-cylinder cars, while more than 2,000,000 sixes have been placed on the streets and highways of the world since January 1 last year.

Commenting on the manufacture of the 2,000,000th six, W. S. Knudsen, president and general manager of the Chevrolet Motor Company, stated that the fact of establishing a new record was significant mainly because it indicated a definite public preference for the performance and luxury which a six affords in the low-priced field.

OVERHEATING.

Whether overheating is due to general inefficiency of the cooling system, or to some mechanical defect, or misadjustment usually can be determined by noting the condition of the water when it is drained off. If this drainage is free from rust and scale, it is usually waste effort to clean out the system, or to suspect that the radiator is clogged. In cases where the water keeps clean, it is a good plan to look to the fan. There is a good possibility that the belt slips, and where this is the cause the slippage may be due to the fan bearing being shy of lubricant. Timing is another point to consider in overheating of this sort. In many cases the spark occurs too late. Occasionally valve timing becomes retarded. Sometimes timing is late while the car is new, but the trouble does not show up until there is a complication of conditions.

are controlled by a man in an elevated cabin; when the route of every car is mechanically determined for it, so that even steering ceases to be an art; when cars mechanically adjust themselves to a set speed, keeping station behind each other like a squadron of battleships in line ahead; and when the noble art of driving shrinks to the soulless task of touching a tiny lever or two at long intervals. G.B. In Exchange.

PETROL OUTPUT.

Not 5 Per Cent. of Power Utilised.

The oil men are fond of saying that theirs is the greatest basic industry in the world, and they have considerable warrant for the claim.

But unless they contrive to find a way to stop this wasteful overproduction in the producing and the manufacturing ends and reduce their marketing to business sanity, it will not be amiss to revise their claim that they conduct the greatest basic industry in the world to read: The greatest boob industry in the world.

Thus in the Saturday Evening Post, writes Samuel G. Blythe. He entitles his article "Seventeen Billion Gallons of Gas." And Australia's reading of this stupendous annual consumption in U.S.A., and learning of the extraordinary muddlement and waste in the oil industry, will get more and more homicidal when they ponder on that 2/3.

It is an absorbingly interesting article. It tells how gasoline was once an outcast: how it was thrown away in the making of kerosene. But when the motor car came on the scene, and gasoline displaced kerosene, did the waste end? No, sir! It broke out in a new and more costly direction. Overproduction, overdistribution, overhead gone mad. And that is the position to-day.

"Fantastic" — "Unbusinesslike."

"From the single pump on the curb," writes Blythe, "the gasoline-selling business has grown to an expansion and multiplication of selling stations that is as fantastic as an Arabian tale and as unbusinesslike as lighting cigars with 100 dollar bills. There is testimony to this in every community in the United States and along every highway."

And we have a taste of this madness in Australia, adds a writer in that continent. Nothing like the 317,000 filling stations they have in U.S.A., of whose equipment all but 10 or 15 per cent. is owned by the oil companies.

But still there are streets in our cities that show veritable forests of bowers.

Blythe tells how the industry grew until at present it has £2,400,000,000—pounds, not dollars—invested, and more than a million employees at an average of 10d. a gallon for their product. How price wars occur, and how gas is sold as low as 1½d. a gallon.

Energy "To Burn."

But probably his most interesting news—petrol at 1½d. a gallon is not news: it's miracle—is about the juice itself. Its powers and potentialities.

We learn that there is enough heat produced when a gallon of gasoline burns to raise the temperature of 15,000 gallons of water one degree. Converted completely into work this amount of heat energy is equivalent to the effort expended in lifting 50,000 tons of coal, or 1,000 carloads, a foot off the ground. It is enough to elevate more than a carload of coal to the very top of the Woolworth Building, which towers 792 feet above the pavement.

In fact, it is enough to lift the entire Woolworth Building five and one half inches above its foundation.

Expressed in terms of the automobile, the energy produced by burning a gallon of gasoline is equivalent to the work in raising a Ford car ten miles vertically in the air, or in propelling it a distance of 450 miles along a paved road at 20 m.p.h.

Just the gallon of petrol?

The article goes on: Charles F. Kettering, one of our greatest gasoline engineers, described the enormous power pent up in this amazing fluid by picturing an automobile being towed along the road by a thread of gasoline so tiny as to be almost incalculably small. Imagine, if you are so minded, a gallon of gasoline stretched out to the length of 450 miles—and

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AIR-FLIGHT
PRINCIPLE TYRES
MEANS MORE

mileage

GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE SAME
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Announcing the Arrival of
1931

B. S. A. MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value — forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc. — several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY,
ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

that will take some imagining, for the thread of it would be so small as to defy measurement.

But there it is, and Mr. Kettering, having laid his thread of gas, compares the strength, the pull, of that thread with the tensile strength of steel.

Steel is one of our synonyms for strength. In our physics days in school they told us that piano wires have a tensile strength of about 200,000 lb. to the square inch. A piano wire would be an enormous cable, and not a very strong one, compared to Kettering's thread of gasoline, for this minute thread contains the energy, if utilized to its last ounce, to move an automobile weighing 1,750 pounds for 450 miles along a paved road at a speed of twenty miles an hour.

The energy stored in one gallon of gasoline has a tensile strength of more than twenty times that of steel—more than 4,000,000 pounds to the square inch.

To put it another way, the gallon of gas an automobile owner buys at a filling station has latent explosive power three times more powerful than TNT, six times more powerful than nitroglycerine, eight times more powerful than dynamite, and fifteen times more powerful than black powder weight for weight. And gasoline is one of our

most familiar commodities. Think of the energy stored in those 17,000,000 gallons of gasoline we shall use this year! Enough to blow the continent to bits.

Do we utilise that power? We do not—not 5 per cent. of it. Three and one-half per cent. would be nearer the mark.

The average mileage of our automobiles to-day, per gallon, is about fifteen miles, somewhat less rather than more. That makes the conversion value of gasoline, as we utilise it, about 3½ per cent. In reporting on this phase of its investigation activities, the Federal Oil Conservation Board points out that if we succeed in doubling the miles per gallon in our motive use of gasoline we shall utilise about 7 or 8 per cent. of the potential energy at hand in each gallon of gas, and says that the ultimate to be expected is not more than 15 per cent.

Of course this subject of utilisation of more of the power that exists is, and will be, the constant subject of study with all gasoline engineers and many scientists, but the chances are that 90 per cent. of the power available will go unused for a long time to come, thrown away and dissipated in friction. Prodigious waste. Especially at 2/3 a gallon.

SIXES v. EIGHTS.

Competition in America.

It is interesting to note the definite trend towards 8-cylinder cars against sixes in the United States. A few years ago sixes made competition in America; they are facing competition. Six-cylinder cars are losing ground to the eights; yet, in spite of this, four-cylinder cars are the biggest sellers in the United States, thanks to the popularity of the Ford, the sales of which total about 43 per cent. of all the passenger cars in the States.

As far as the development of the eight-cylinder engine is concerned, even as far back as 1917, the Cadillac 8 was being marketed in U.S.A. and they have been making an eight ever since. It is not generally known that there was an eight-cylinder Chevrolet made in 1919. In Europe Italy made the Isotta-Fraschini 8 in 1920, and the Lancia 8 in 1922. England had the Leyland 8 in 1920, and France produced the Darracq 8 and the Dion 8 in 1920, the Bugatti 8 in 1922, and the Panhard 8 in 1926. One of the best known early American eights was the Packard, which has been in production since 1924. Whilst isolated eights, V, and straight in line have been marketed in U.S.A. for some years past, it is only about two years ago that the development became general and now its adoption has become pronounced in all lines and price classes in America.

Whether public demand—the only deciding factor—will ensure the future popularity of this type of engine, yet remains to be proved. In U.S.A., with its vast petrol supplies and low retail prices for fuel and oil, obviously cost of petrol does not play such an important part as it does in this country, with petrol costing approximately three times as much, mainly owing to the Federal Government collecting 7½d. on every gallon of petrol used. Ever since the advent of the automobile, engineers have been striving for two things—power and economy of operation; and it is these two factors that to-day have many Australian motorists thinking. Power is desirable, and in many instances essential, but the economic value of a motor car and motor truck is governed by what it gives back to the user in service, and the cost of that service.

Everything being equal, the big powered motor vehicle is just as acceptable to the Australian motorist as it is in America, but operating costs, apart from initial outlay, are far from being equal, and consequently running expenditure is definitely higher in this country. We can derive all the benefits that accrue from using eights just the same as they do overseas, but unfortunately we cannot run them at the same fuel cost. Maybe by the hydrogenation process of distillation of our brown deposits or the discovery of oil in commercial quantities, petrol may yet be produced in the Commonwealth, and in that direction appears to be the only hope of petrol prices coming down. This is an aspect of growing importance in Australia, and one that must be considered with due regard

LOW GRADE FUEL.

Effects on the Engine.

In spite of the increased fuel economy of modern cars many owners, compelled to study upkeep costs, are attempting to run on very low grade motor spirits, but these attempts do not end always with satisfaction, as modern engines in their standard form run at their best only on first or second grade fuels.

In addition to the correct heat producing carbon, these fuels contain elements which make the rate of flame travel in the cylinders more suitable for a motor car engine. The characteristic of a low grade petrol is not a lack of carbon, but an absence of these necessary elements.

However, in the low grade fuels there are other components of very low volatility which can be brought into use by the action of heat. Therefore, the first essential for use of these fuels is a "hot spot," which should be situated at the junction of the carburettor pipe and the induction manifold. It should be arranged so that the fuel particles strike directly on the hot surface, and these, highly disintegrated, then enter the engine.

To get the best effects the "hot spot" must be very hot, very local, and at right angles to the direction of the fuel spray. Many engines still in service are not fitted with a hot spot, and as this job is a little beyond the average owner-driver, he should turn his attention to providing a hot air intake to the carburettor. This can be done by fitting a sheet metal muff around the exhaust and carrying a tube from the muff into the carburettor intake. The muff should be long, and retained around the exhaust should be a clearance of about one-third the diameter of air pipe.

Some method of admitting cold air must be fitted on this pipe. It is a good plan to make this adjustable from the driver's seat, as fairly close temperature limits are necessary to obtain good results. If the air is too cold, loss of power and inflexibility will be noticed, while if the air is too hot, detonation or "pinging" will result when the engine is pulling hard.

Generally speaking, it will be found that if an engine runs well and economically on first grade petrol, a change to a low grade will necessitate a slightly richer mixture for good running. It may be found that even with "hot spotting" and air heating that about 15 per cent. enrichment of mixture is necessary to stand detonation, and in this case the use of a very low grade fuel will certainly give no improvement in economy, owing to the higher rate of consumption.

In conclusion, it may be stated that there are engines with fairly high compression that will burn extra low grade without knocking, but in the average case it is only possible to make the change when an owner is prepared to sacrifice a certain amount of engine efficiency.

to the existing financial conditions, plus the price of petrol, by those catering for Australia's automobile needs.

DRIVING A CAR.

Final Automobile Club Lecture.

The last of the third series of lectures was delivered at the Royal Automobile Club, Perth, W.A., by the Technical Adviser (Mr. H. Mason). These lectures have dealt with the parts that go to make up the motor car, and it was thought fitting that the last lecture should be on how a car may be so managed as to ensure its long life and perfect running.

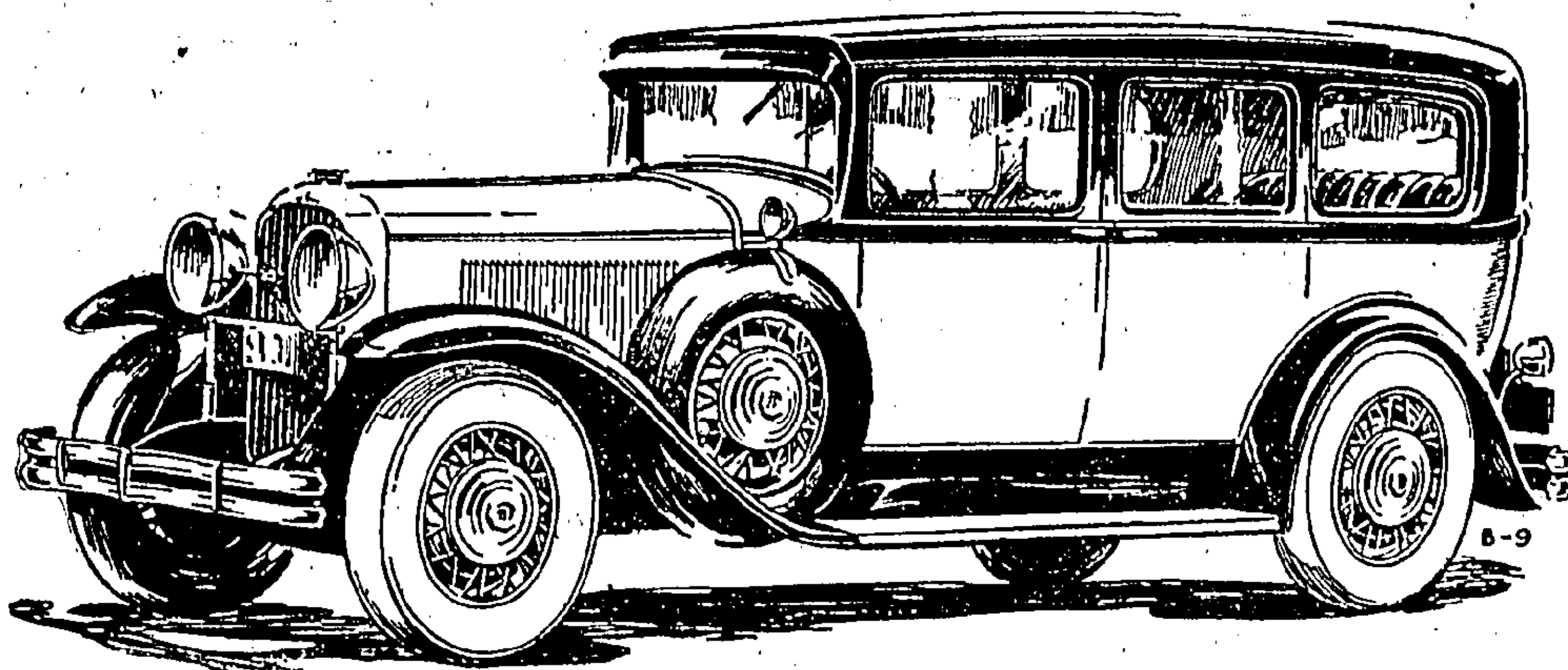
The lecturer explained that no matter what good quality materials go to make a car, whatever price is paid that the best purchasable shall be procured, if that machine is not handled correctly and with intelligence, it cannot, at any time during its life, give that excellence of service that is intended by the designer and the manufacturer. It is therefore necessary that every car owner shall be a good driver, the first essential being that he shall thoroughly understand the car of which he is in charge. Those people who have attended the course of lectures have commenced to tread in the correct path, for it is quite impossible to manage any piece of machinery properly unless one has a good knowledge of how that machinery operates.

The Preliminary Inspection.

In order that all phases and circumstances of driving might be dealt with it was imagined that the car owner left his home in Perth with the intention of proceeding to the Yallingup Caves. Having packed the car with the necessary personal luggage, the owner should examine the car's tyres, petrol tank, radiator and oil level, observe that the ammeter and oil indicator are working properly and generally satisfy himself that his car is in perfect running order. He should spend a few moments sitting in his car listening to the beat of the engine. By this means his car will become attuned to what is the correct and normal engine sound and should that sound vary at any future time, due probably to some mechanical defect, the change of tune will immediately make known to the driver that all is not well.

The correct methods of clutching, engaging gears and letting in the clutch were then dealt with. These, the lecturer stated, were most important as the incorrect use of the transmission imposed enormous strains on such parts of the car as the clutch, the crankshaft, the gear box and the rear axle. The car was then regarded as having been moved out of the owner's garage, all ready at the road side to move away. The good driver will, on every occasion, move the car from a stationary position with a perfectly smooth motion. No jerking should be permitted, and if, due to lack of practice, the driver does permit the car to jerk, he should stop, and again practise that move off until he is quite satisfied that no part of the car has been subjected to strain. The comfort of the passengers must be considered also.

Many drivers who are only just capable of causing a car to proceed along the road consider themselves good drivers, yet when one considers such points as road courtesies, the correct giving of



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models G\$1,530 to G\$1,655
118" Wheelbase Buick Models G\$1,820 to G\$1,930
124" Wheelbase Buick Models G\$2,160 to G\$2,195
132" Wheelbase Buick Models G\$2,160 to G\$2,705

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The **BUICK 8**
The Eights with Buick's Prestige

road signals, correct gear changing, correct brake application and the general good management of the car, they are really very poor drivers.

Practice Makes Perfect.

The audience were informed that even though they might consider themselves drivers of experience, they could become still more experienced drivers if only they would when taking out the car, regard every run as driving practice, regard every movement of the car as a test of their ability, try to do everything as perfectly as possible, change gears absolutely without noise and under no circumstances permit the car to jerk, move off too rapidly or operate in such a manner as to in any way inconvenience the passengers in the car, for after all, even though a person becomes the best driver in the world, no harm has been done by the practice which has brought about that happy state of affairs.

Traffic regulations should be observed in every detail. They have not been compiled without forethought—they were not put together by inexperienced, illiterate persons, but by a committee chosen for its extensive knowledge of roads and traffic and these regulations are for the safety and not for the inconvenience of the travelling public.

The giving of road signals was particularly stressed, and the pernicious habit that some people have of flicking out their hand and immediately withdrawing it when they intend turning a corner, was roundly condemned. When the driver of a car signals his intention of either stopping, turning or manoeuvring a car in any manner, he does so not solely for the convenience of his fellow road users, but mainly for his own safety and for the preservation of the paint of his car.

It was deplored that the old time road courtesies which produced road camaraderie (now so conspicuous by its absence), had apparently died a very unnatural death. A fellow motorist hung up on the road side may only require a spanner that he may proceed on his way, yet how often will 100 motorists pass a fellow in distress and never for one moment consider asking him if he requires any assistance.

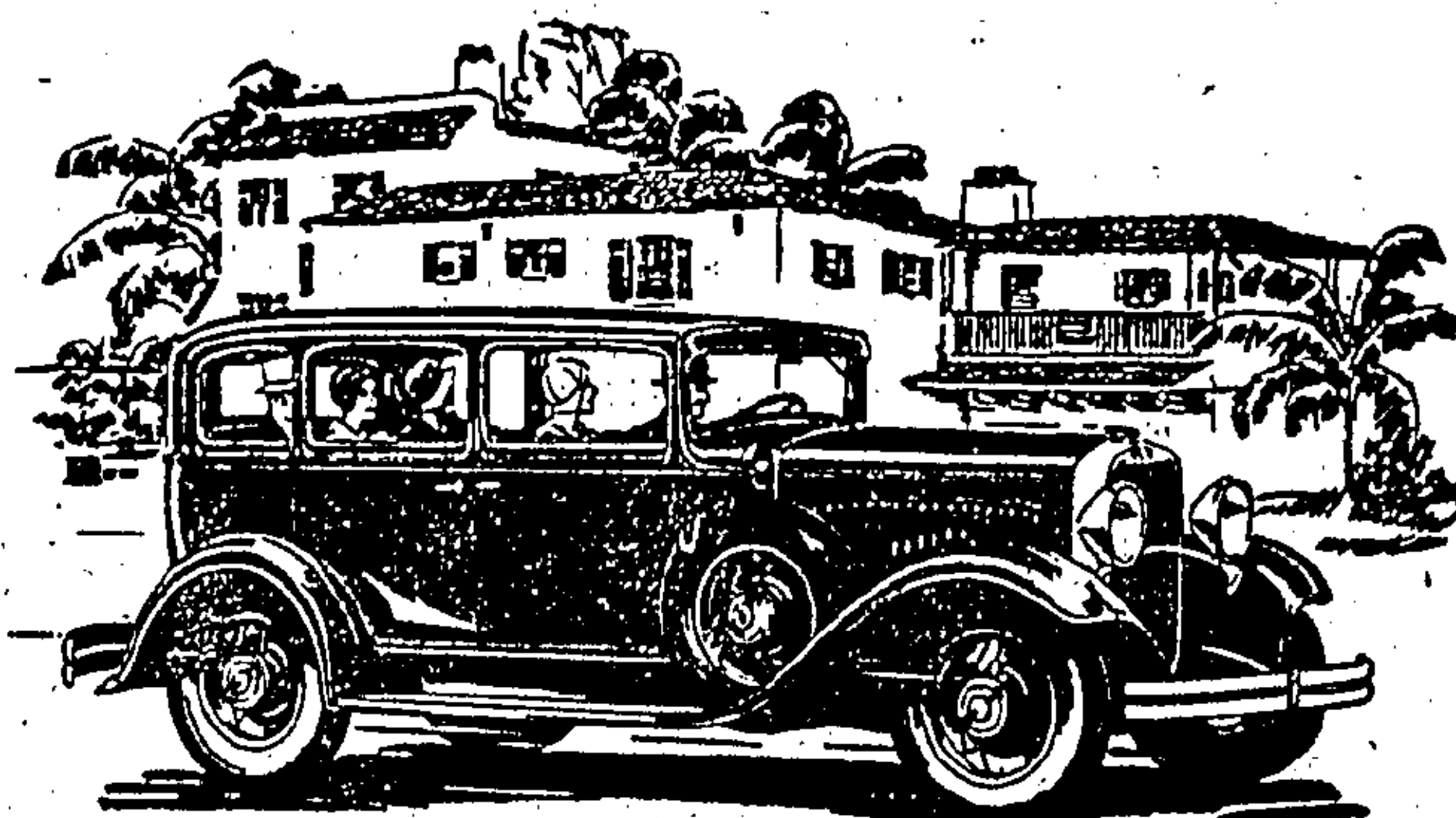
The Liao, in which large ice-blocks and floes moved adrift up and down on the tide, giving loud cracking sounds as they came into contact, were frozen up in the cold wave that visited Yingkou on January 5, as everywhere else in South Manchuria. Foot traffic across the frozen surface was commenced on the 6th instant.

"Tilt-Test" Reveals Chrysler Safety.



One of the most important factors of safety on the road is a low centre of gravity. That the new Chrysler Eight, through its double-drop frame construction and its all-steel low swung body, has that factor is graphically pictured above. This Chrysler Eight sedan is tilted at an angle of 60 degrees from the horizontal and is resting lightly upon a stand, which would crush under the weight of a few pounds. It took but the push of a little finger to tilt the car, which weighs approximately 4,500 pounds.

**A DEPENDABLE
EIGHT**
luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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 "LAOMEDON" 1st Feb. For Havre, Liverpool and Glasgow
 "FELEUS" 20th Feb. For Genoa, Havre, L'pool and Glasgow
PACIFIC SERVICE.
 (via KOBE & YOKOHAMA.)
 "TYNDARIS" 31st Jan. For Victoria, Vancouver & Seattle
 "PROTESILAEUS" 21st Feb. For Victoria, Vancouver & Seattle
NEW YORK SERVICE.
 "HELENUS" 6th Feb. For New York, Boston & Baltimore via Davao, Cebu, Iloilo, Manila & S'pore
INWARD SERVICE.
 "LYCAON" Due 25th Jan. For S'hai, Moll, Kobe & Y'hama
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FINAL BLOW TO RED HORDES.

**National Troops Wipe
 Hunghu Bandits.
 COMPLETELY ROUTED.**

Canton, Yesterday.
 The Government troops under General Hsu Yuan-chuan succeeded last Sunday in annihilating the main body of bandits in Hunghu, on the southern border of Hupeh. This is regarded as a final blow to the Red hordes in that sector. The troops under Yung Ching-feng, Hsu Teh-tso, Liu Pui-shu and Han Chang-chun have been instructed to search for the bandit remnants in the region, while General Hsu himself is now attending to the rehabilitation task.

Rebels Repulsed.
 Due to the fall of all strategic points and to the pressure of Government forces, the Hunghu bandits had attempted in several occasions to break up the Government attack, with the object of joining forces with the Communists under Ho Lung on the Hunan border, but were repeatedly repulsed by the troops who left them no opening to escape. The bandits in Hunghu are therefore in danger of being completely routed.

Pressure Continues.
 Following the serious defeat suffered by the Reds in Hunghu, the Hankow Provisional Headquarters have ordered General Hsu Yuan-chuan to continue the pressure in order to effect a liquidation of the outlaws. The Hunan troops under Li Kuo and the 4th National division under Chen Cheng have also been instructed to launch a joint attack on the Communists under Ho Lung.

Wah-yung Again Falls.
 According to military circles, Wah-yung district on the northern border of Hunan again fell last Saturday into the hands of Communist-bandits under Ho and Tuan. With the aid of airplanes, the units under General Chang Ying are now aiming at the recapture of that district.

Kung-an Threatened.
 Because Ho Heung-koo, the sister of Red leader Ho Lung, who has command of 8,000-9,000 bandits fleeing from Hokuang to Li-tsin, is threatening Kung-an and Shek-hsu on the southern border of Hupeh, General Ho Chien, chairman of Hunan, has instructed his forces to move on to various strategic positions for their interception.

Red's Defeat.
 The Nationalists under Helao

S.S. TJIKINI.

**TWENTY-FOUR YEARS ON THE
 CHINA RUN.**

After 24 years on the Java-China run, the s.s. Tjikini, of the Java-China-Japan Line, is going into the hands of the shipbreakers. She leaves Hong Kong to-morrow morning for Osaka, Japan. It was learned from the local office of the J.C.J.L. this morning, having been sold to a Japanese firm for breaking up.

The Tjikini completed her last run from Java to China when she arrived in Hong Kong harbour last Sunday morning, since when she had been anchored at Quarry Bay. She had been on the regular Java-China run of the J.C.J.L. until two years ago when she was held as reserve ship, taking up the schedule of other vessels of the Company as occasion arose for them to go into dock.

According to Lloyds register, the Tjikini has a tonnage of 4,597 (2,888 net). She was built in 1907 by the Kon. Maats. de Scheide, Flushing, for the J.C.J.L., and at the time of her completion was one of the most modern vessels to come out East.

Her dimensions are: Length 373.0, breadth 49.5, depth 19.8. The port of registry was Batavia, and, of course, she flies the Dutch flag.

RELIGION BY RADIO.

B.B.C. PRAISED BY CHURCH OF ENGLAND.

Rugby, Yesterday.
 A message expressing appreciation of the Broadcast of Religious Services was sent to-day to the British Broadcasting Corporation by the Upper House of the Convocation of Canterbury. The subject came before the Bishops on the report of a special Committee, which stated that in their judgment the effect of Religious Broadcasting had been exceedingly valuable. —British Wireless Service.

Chi-tao came into action with 3,000 Reds at a place between Wangpho and Wangchiatien last Sunday. As a result of a sharp encounter, 300 Communists were killed and 200 were captured, leaving some 10,000 refugees, who were subsequently rescued by the troops. The bandits are taking their flight in a north-westerly direction.

War Minister Leaves.
 In view of General Chu Pei-teh, the chief of staff of President Chiang, being unable to proceed to the Kiangsi front on account of something important requiring his presence in the Capital, General Ho Ying-ching, the war minister, will proceed to direct the operations in his stead. —Canton News Agency.

LIQUOR FORCE IN THE U.S.A.

**Secretary of States
 Quotes Milton.**

"RIDICULOUS MOUSE."

New York, Yesterday.
 Senator Borah's comment on the Wickersham report is that, while the conclusions of the Commission will be most satisfactory to supporters of prohibition, the conclusions of individual commissioners will be most satisfactory to its opponents. "The torpedoing of the report by individual commissioners leaves the document without force or effect."

The former Secretary of State, Mr. Bamberge Coffey, quoted Milton, "Chaos as the umpire sits." Doctor Nicholas Murray Butler referred to Horace's "ridiculous mouse."

Press Comments.
 The Herald Tribune devotes a ten page supplement to the report. The New York World, has a huge cartoon which shows a prohibition reformer in funeral keds marching towards the setting sun.

The New York Times in a leader emphasises that six out of eleven commissioners agreed to some form of modification of the liquor laws, and says Mr. Hoover, by not recommending the report to Congress, has committed the Republican party to a thoroughgoing, unyielding and impossible policy of enforcing prohibition conflict nearer. —Reuter's American Service.

CHINESE NEW YEAR.

FAIR TO BE HELD IN SPECIAL AREA.

The Hon. Inspector-General of Police (the Hon. Mr. E. D. C. Wolfe, C.M.G.), in an official circular, states that arrangements have been made for the Chinese New Year Fair to be held in the restricted area, including the following streets:—Bonham Strand, Man Wa Lane, Hillier Street, Mercer Street, Burd Street, Wing Lok Street, and for cards and other small articles the portion of Wellington Street, between Queen's Road Central and Pottinger Street.

All previous arrangements for the Fair to be held at the reclamation, Wanchai, as stated before, are automatically cancelled.

A warning is issued to all participants that it will be impossible to hold the Fair in this congested area after this year.

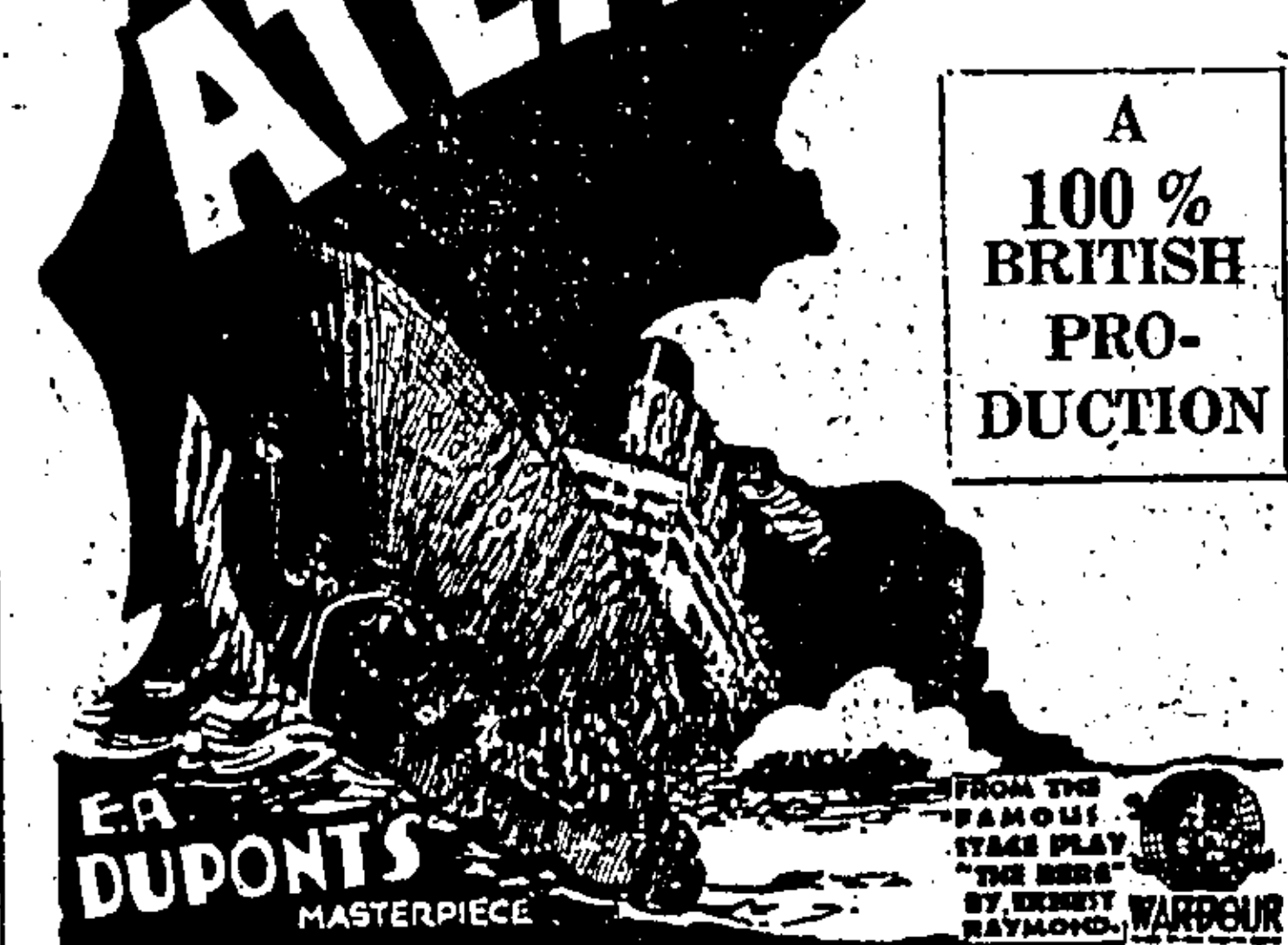
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